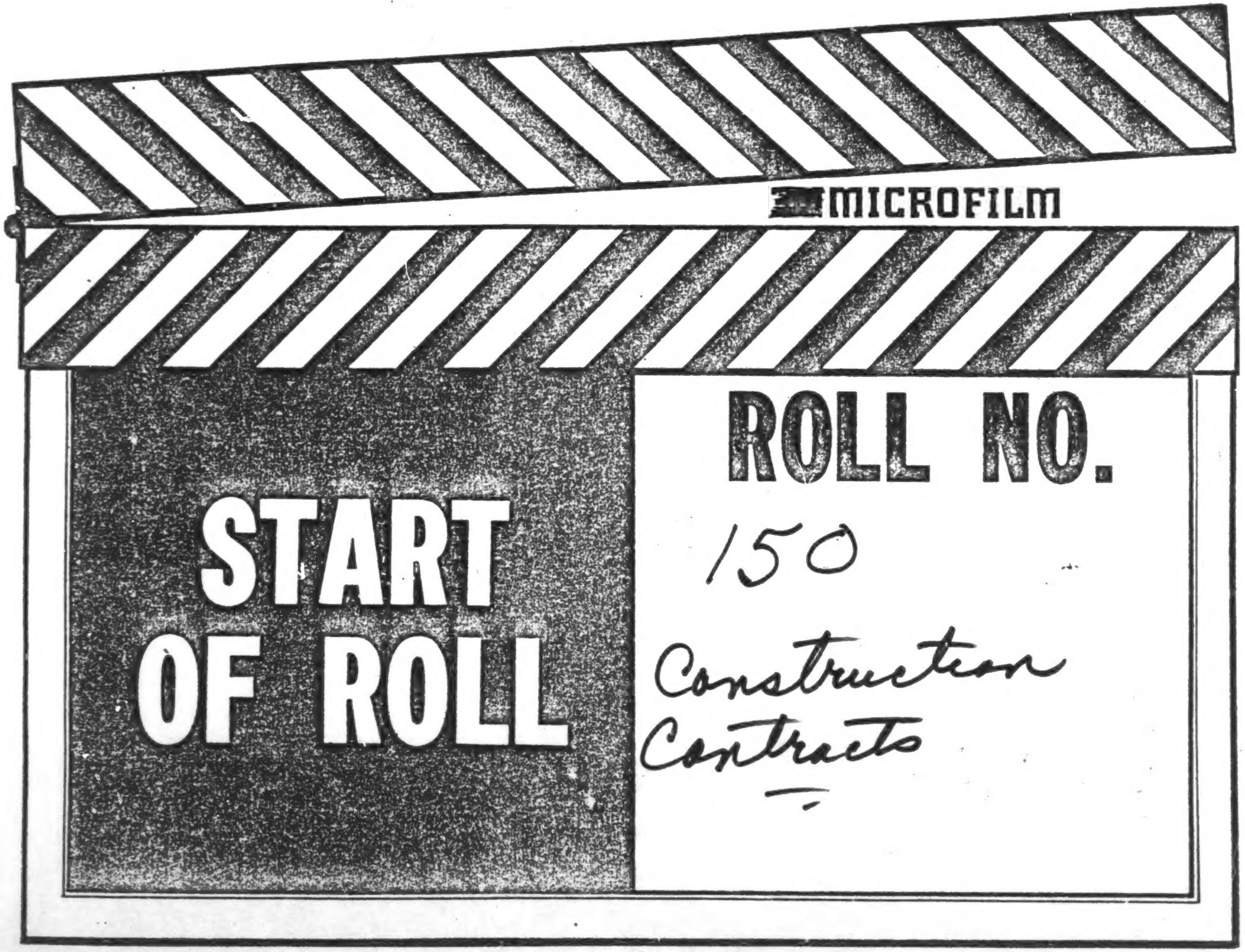


START OF ROLL

ROLL NO.

150

Construction Contracts

I-80N-7(34) Richland Interch.-S. Baker 1971
301 Inter. Sec., Old Oregon Trail (Grad.,
#7539 pav., struc., sign. & illum.) #2

C&A 4222 - 5-6-71
C&A 4243 - 6-24-71
C&A 4244 - 6-24-71
C&A 4272 - 7-29-71
C&A 4271 - 7-29-71
C&A 4270 - 7-29-71

Pre construction and Utility data See: Con [redacted]21-2

I-80
Old Oregon Trail
N. Powder - Baker
1973

7539

Mat 4 s

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 26, 1972

TO Mr. A. E. Johnson
Assistant State Highway Engineer

#7539

FROM Walter J. Hart
Walter J. Hart
Bridge Engineer

C4- Edwards
Mabee
6-2-72

SUBJECT Out-of-state Structural Steel Inspection Costs

Attached is a tabulation showing structural steel inspection costs on certain contracts as performed by outside agencies.

The tabulation also shows an estimated cost for inspection using Oregon State Highway Division personnel. The tabulation indicates that inspection by Oregon Highway personnel would be slightly less than the cost actually incurred except in two instances. Inspection by the State of Utah on Contract 7539 was at an exceptionally low rate of $2.95 per ton. This is considerably below our estimate for inspection by Oregon state personnel and probably reflects the fact that several projects were being fabricated simultaneously. Inspection by Pittsburgh Testing Laboratory for Contract 7389 was done in Japan at a rate of $17.50 per ton. Our estimate for inspection by Oregon state personnel in Japan is slightly higher at a rate of $~~18.40~~ 19.50 per ton.

The following items were used in estimating inspection costs by Oregon State Highway personnel:

A. Inspector's basic salary plus 27% payroll burden.

B. Expense account allowance of $15 per day.

C. Transportation costs.

D. Miscellaneous Expenses.

E. Supervising engineers' periodic on-site inspections.

Under Item C, Transportation costs, it is assumed the inspector would use an Oregon State Highway Division vehicle while on the job and to transport himself to and from the fabrication plant, providing the plant is within the continental United States. One hundred dollars per month is allowed for use of the state-owned vehicle. In Japan a rate of $200 per month is used. This is lower than the price quoted by commercial rent-a-car companies.

NOTED
A. E. JOHNSON

However, it is felt that transportation arrangements in Japan can be made within the amount allowed. Travel to and from Japan by air is also included.

RWE:ag:dh
Attachment

cc John Jenkins
J. H. Wood

RECEIVED
JUN 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

STRUCTURAL STEEL INSPECTION COSTS

Following are inspection costs for several selected projects.
PTL = Pittsburgh Testing Laboratory

Contract	Name	Inspector	Type	Cost	Estimated Cost for Oregon State Inspection
7151	Tualatin R.-Pacific Hwy.	Calif.	Fab.	15.00/Ton	$13.44/Ton
7276	Fremont Superstructure [Str. Steel only - no castings. Fab. in Calif. & Indiana]	PTL	Fab.-Paint	9.91/Ton	11.84/Ton
7337	LaGrande	Northern Testing Boise	Fab.	18.22/Ton	13.21
7539	Richland Int.-S.Baker Int.	Utah	Fab.	2.95/Ton	14.32
7389	Gladstone Int.-Oregon City [Fab. in Japan]	PTL	Fab.-Paint	17.50/Ton	19.50

5

FORM E-30

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7539

La Grande, Oregon 97850
May 25, 1973

To: W. E. Schwartz
Regional Engineer

LA GRANDE

SUBJECT: File No. 42927 - LOGSDON
Richland Interchange-South
Baker Interchange Section
Old Oregon Trail Highway
Baker County

Contract No. 7539

Re your letter of 5/10/73 on subject file stating the Company wished to purchase certain property so they could use their batch plant without moving or modifying its construction.

A search of our records by Don English, District Appraiser, indicates the State paid $16,180.00 for the batch plant and resold it to Baker Redi Mix for a salvage value of $2,155.00.

It is my opinion that the difference in these two figures -- $14,025.00 represents a damage the State has paid for this plant. Also this is the amount the State should recover plus the cost of the land, if the plant is made operational through our selling them this excess property.

I talked with Sonny Walker, Manager of the Plant, on 5/22/73 and told him the State would have to recover this amount if any deal was made for the land. He thought the price clear out of reason, but after I explained the transactions of appraisals and purchase he seemed to understand the problems. When our meeting ended he said his company would advise me if they wished to take further action.

VERNE A. ALLEN
District R/W Supervisor

VAA/cre

cc: H. S. Coulter
J. B. Boyd
C. T. Keasey

RECEIVED
MAY 29 1973
Office of
Assistant State Highway Engineer

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7539

La Grande, Oregon
May 10, 1973

NOTED
H. S. COULTER

SUBJECT:

To:

Verne Allen
District Supervisor

LA GRANDE

R/W File 42927, Parcel 2
Richland Interchange-South
Baker Interchange
Old Oregon Trail Highway
Baker County
Contract No. 7539

Original right-of-way purchase of subject file included a portion of the owner's cement storage facility. He was required by agreement to relocate this facility.

Construction of this project has now progressed to the point where we are certain that the portion of the right-of-way containing the storage facility will not be required for future construction or maintenance purposes. We have been approached by Baker Redi-Mix, Inc., the owner, requesting that we sell them a portion of the right-of-way which contains the cement silo so they don't have to remove it.

We have inquired through the Construction office as to the possibility of selling the property back to the original owner. Our Salem office is receptive to this sale, if it is not needed, and have obtained the tentative concurrence of the FHWA. This concurrence is contingent upon our receiving full value for the sale, including any damages assigned in the original transaction, plus the cost of this sale.

You recently received a copy of a letter type agreement in which Baker Redi-Mix agreed to do certain things if we would institute the sale proceedings. Will you please set the wheels in motion to accomplish this transaction.

Wendell E. Schwartz
Regional Engineer

RECEIVED
MAY 11 1973
Office of
Assistant State Highway Engineer

WES:sh

cc H. S. Coulter w/attach
C. T. Keasey "
J. B. Boyd "

1859

OREGON STATE
HIGHWAY DIVISION
May 3, 1973
Baker, Or 97814

☒ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE MAY 9 1973 ☐
☐ RDE RECEIVED
REGIONAL OFFICE ☐

Baker Redi-Mix, Inc.
P.O. Box 825
Baker, Ore 97814

Re: R/W File 42927, Parcel #2
Richland Inch.-S. Baker Inch.
Old Oregon Trail Highway
Contract 7539

Attn: E.E. Walker
Manager

By your endorsement of this letter it is understood that you agree to the conditions that are as follows:

1. Baker Redi-Mix, Inc. agrees to purchase the parcel shown in yellow on the attached drawing at the State's appraisal plus the appraisal fee.
2. If for any reason condition one can't be consumated, then Baker Redi-Mix shall at their sole cost relocate their concrete batch plant. Salvage the access control fence & reinstall it along the original right of way.

The foregoing conditions pertain to a parcel of land shown in yellow on the attached drawing, which is right of way purchased under file number 42933, 42927, and 42928.

This right of way has been determined as not neccessary for future construction or maintenance of the Old Oregon Trail Highway.

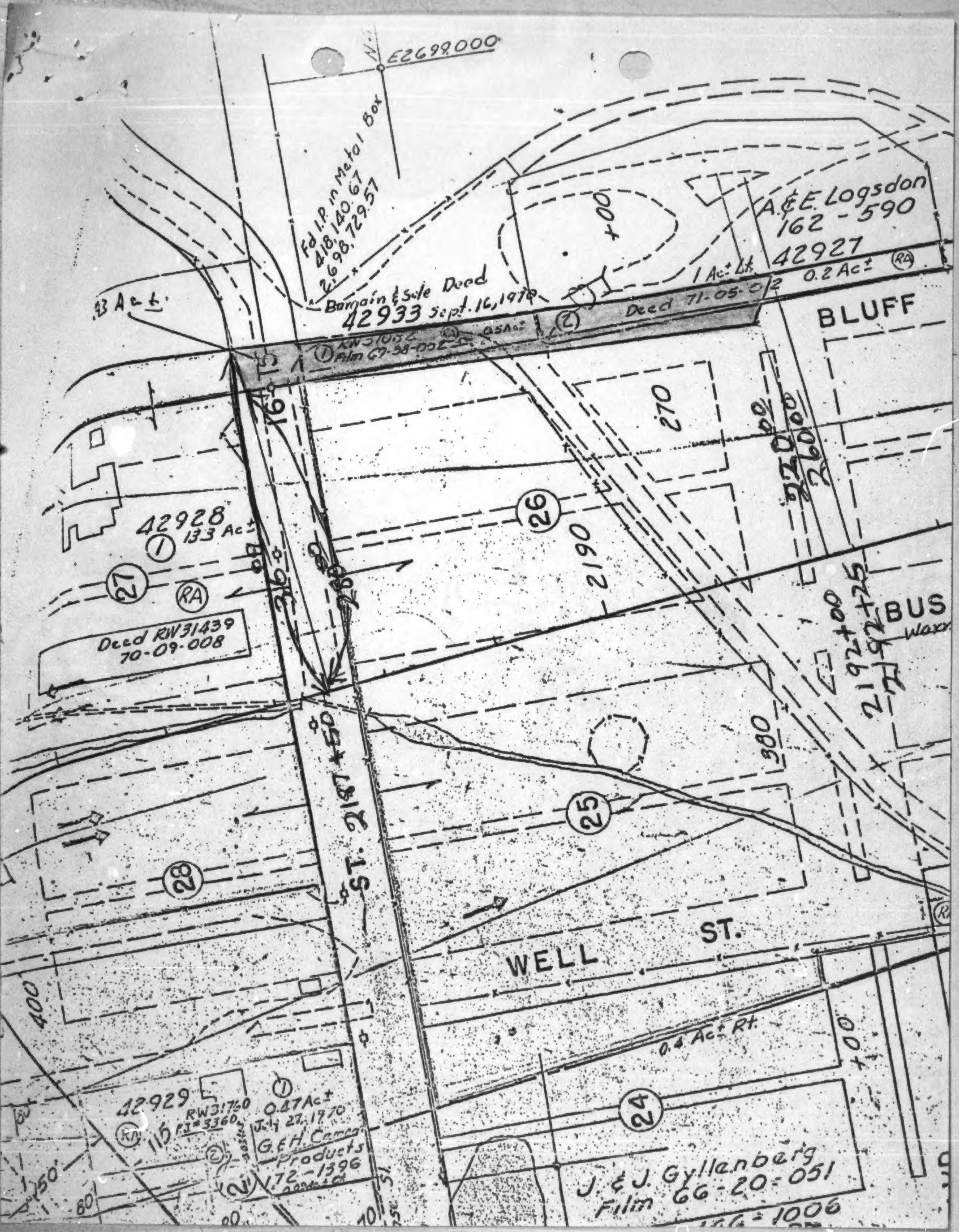
E.E. Walker

E.E. Walker
Manager
Baker Redi-Mix, Inc.

David L Jones

E.L. Scrivner
Resident Engineer
by
David L. Jones
Asst. Res. Engr.

cc: W.E. Schwartz ✓
Verne Allen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A.&E. Logsdon
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42927
1 Ac± Lt.
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42933 Sept. 16, 1970
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Film 69-38-002
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133 Ac±
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July 27, 1970
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J. & J. Gyllenberg
Film 66-20-051
166-1006

5

OREGON STATE
HIGHWAY DIVISION

7539

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 1, 1973

TO
G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-80N-7(34)301

FROM
L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7539 Price Agreement No. 26

Project Richland Interchange - S. Baker Interchange

Highway Old Oregon Trail

County Baker

This agreement compensates the contractor all additional costs to him for finishing the aggregate subbase to closer tolerances than required by the contract specifications. Due to a misinterpretation of the specifications by the Project Engineer the contractor was ordered to finish the subgrade to a tolerance of ± 0.05 ft. in lieu of the ± 0.10 ft. specified in Section 304.35 of the Standard Specifications.

A copy of the Engineer's letter of explanation, of the Construction Engineer's letter confirming the costs covered by this agreement and field documents indicating the time and equipment used as cost justification are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer April 13, 1973.

Your approval as of April 13, 1973 is requested.

Attach.

BMW:dgk

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

7539 *Memorandum*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 23, 1973

In reply refer to: 10-35-DA

GLG

FROM : Glen L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(34)301
Richland Interchange-S. Baker Section
Old Oregon Trail Highway

NOTED
A. E. JOHNSON

Mr. H. S. Coulter's April 6, 1973 letter requests reconsideration for Federal participation in 2,600 tons of subbase on this project.

During a July 19, 1972 inspection the visual appearance of the subbase on the uncovered sections was such that our area engineer requested that the surfacing operations be discontinued until the quality of the subbase material could be tested. Subsequent sampling and testing did indicate that the structural strength of this material was so low that it could not be credited with any of the designed 0.8 base equivalent.

As you indicate the decision was made to upgrade the subbase by lime treatment on August 3, but prior to this date and after July 19, 1972, surfacing operations were continued with the result that the subbase in these areas could not be upgraded. According to the information we have, the subbase in these two areas has very little if any more structural strength than the subbase material that was upgraded.

Based on the above, the participation decision will be reconsidered if it can be established that the subbase in these areas has a 0.8 base equivalent strength. ✓

RECEIVED
STATE HWY ENGR
APR 25 '73
REFER TO
Orig-Coulter
FOR
Info [illegible] [illegible] [illegible] ✓ Act File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (12-

UNITED STATES GOVERNMENT

7539

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 23, 1973

In reply refer to: 10-35-DA

7539

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : Glen L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(34)301
Richland Interchange-S. Baker Interchange
Extra Work Order No. 15

In response to your letter of April 20, 1973, items 4 and 5 are eligible for Federal participation.

RECEIVED
STATE HWY ENGR
APR 24 '73
REFER TO
Coulter
FOR
Info

Orig -
4-24-73

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

5

7539

April 20, 1973

TO V. V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Extra Work Order No. 15
Richland Intchge.-N. Baker Intchge.
Oregon Project No. I-80N-7(34)301

Reference to your letter, 10-13-BA, dated April 16, 1973.

We are in agreement with your statement that repairing guardrail, signs and delineations is state maintenance and as such not eligible for Federal-aid participation.

However, items 4 and 5 of the engineer's cost justification relates to restoration of pavement vertical edges and drainage work altered as a necessity for the safety of the travelling public prior to early opening of the highway. The estimated cost of this work is $1,450.00.

May we interpret your concurrence in this work only as eligible for Federal participation.

Attach.

VG:pr

5

FORM 6-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 17, 1973

7539

To:
H. S. Coulter
Assistant State Highway Engineer

S A L E M

SUBJECT:

Subcontractor's Claim
Richland Interchange-South
Baker Interchange Section
Old Oregon Trail Highway
Contract No. 7539

Attached is a report from Resident Engineer Ed Payton in which he presents his side of the story regarding his relationship with bridge subcontractor John Gilliland on the above contract.

Although there are a great many details related here that I had no previous knowledge of, the story is substantially the same as was related last summer at the time of the problem. This, plus C. O. Fredrickson's report to you, is all of the knowledge of the problem that I have. I have never heard the contractor's side of the story other than what was related in casual conversation.

We are in no position at this time to respond to the contractor's allegation. We need specific claims and specific dollar amounts upon which to make a judgment. At such time as these claims are properly presented through the prime contractor, we will make our evaluation and recommendation and present it through channels.

Wendell E. Schwartz
Wendell E. Schwartz
Regional Engineer

WES:sh
Attachment

cc C. T. Keasey w/attach
C. O. Fredrickson w/attach
C. E. Payton

NOTED
H.S.COULTER

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

☒ RE ☐ RCE ☐ RBE ☐ RME
☒ ROE APR 17 1973 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

DATE April 12, 1973

TO Wendell E. Schwartz
REGIONAL ENGINEER

FROM C. E. Payton
RESIDENT BRIDGE ENGINEER

SUBJECT Bridge 2924a
Richland Int.-South Baker Int.
Contract 7539
Baker County

In answer to your letter of April 2, 1973, it was requested that a report with picture documentation of construction of Bridge 2924 a on the above subject project be made. Bridge 2924a was added to Contract 7539 by Price Agreement #15, negotiated between Oregon State Highway Division and George Schweizer, Rogers Construction Company, and subcontracted by John Gilliland Construction. In this report John Gilliland Construction will be referred to as John; Al Schoener and Tom West, OSHD Inspectors will be referred to as Al and Tom.

In an attempt to show why Gilliland Construction did not make profits he anticipated, I am listing a sequence of events that took place during the job.

The special provisions call for the contractor to salvage the existing rock in the walls lining the river bank and then reconstruct the walls in kind at end of all wingwalls. John started excavating for abut. #1 footing on June 22, 1972. There was no attempt to salavage rock from the existing walls. The rock was placed in the river to construct a dike and was mixed in with excavated material and shown in pictures 1 and 2. Oregon State Highway Division Inspector Al Schoener brought this to John Gilliland's attention to no avail on the first day of excavation.

Picture #3 taken June 28, 1972, show John's operation while removing existing bridge deck. Pieces of deck planking were allowed to fall into the river to be carried away by the current. I requested this operation be changed to prevent material falling in the river. John was unhappy with this but did comply. On July 6, 1972 John again started excavating abutment #1 at the south end. John built his dike in the river approximately 6 inches higher than the water level. As John progressed downstream with the excavation, the dike in the river progressively restricted the river and the river fluctuated two to three inches from high water, causing the dike to fail or overflow. This happened two times during construction of abutment #1 footing.

On July 10, 1972, I talked to John concerning first shipment of reinforcing steel. The reinforcing steel had been fabricated and shipped without submittal of detailed drawings for Oregon State Highway Division checking. On the detail sheets that accompanied the rebar shipment, the longitudinal footing bars were the wrong size. Too small. I called Northwest Steel in Eugene and asked Larry Ruble why he did not submit shop drawings for state approval. He said John ordered him to ship reinforcing steel and to forget the approval process. At this point I informed John he was to comply with OSHD 1970 Standard Specifications 505.31. Now to go along with this instance, John had excavated more than one-half of abutment #1 and he was still placing rock that was to be salvaged in the dike in the river and excavated material where it would be very difficult to reclaim.

On July 12, 1972, John ordered concrete for a 1:30 p.m. pour. He had been told the rebar clearance was in err by as much as two to three inches and a footing form on the river side of the footing was four inches too narrow. Needless to say, this caused reinforcing steel problems. I instructed Al Schoener and John the rebar clearances and footing dimensions were to be corrected prior to pouring concrete. At this time John lost his temper and made derogatory comments as to my apparent lack of experience in bridge construction. I informed John I had approximately the same length of time in construction as himself. George Schweizer, Rogers Construction, was in the office the same day, July 12, 1972, and we discussed John's uncooperative attitude. I also advised George of above mentioned problems with rebar and salvaging of rock. George said he would check with John.

One engineering error John mentioned was the south end of abutment #1 footing pour. After the footing was poured, John was informed the footing was 8-1/2 inches short and that error must be corrected. Then upon re-establishing the roadway centerline, it was found the error was less than three inches and I advised John we would live with this error. On July 17, 1972, John was informed the north end footing form was 1 foot short. John was instructed to correct footing forms by Al. In the afternoon of this same day, I advised John he had formed the wingwall footings, abutment #1 north wingwall incorrect. John and crew had tapered the footing and the plans call for a constant 9' dimension. The excavation was complete and forms in place prior to finding the error. John could not be convinced he was wrong. As he pointed out, Northwest Steel had fabricated reinforcing steel for a tapered footing. Here again the detail sheet had not been submitted for approval, so we had no chance to catch this error on the supplier's work. Due to the fact the footing had been formed, one foot short as explained earlier, the footing was larger than a normal tapered section, but still smaller than a constant 9 foot dimension.

I advised John I would check over turning moment and see if footing could be poured as formed. The over turning moment was all right and C. O. Fredrickson, Region Bridge Engineer, was consulted, and gave his approval. So footing was poured as formed. At this time, I advised John that abutment #2 wingwall footing would be constructed as per plan. Needless to say, this incident related to a conflict of personalities as termed in your letter of April 2, 1973. John was not an easy person to converse with. He accused the inspector of requesting him to move reinforcing steel for a tolerance of 1/4 inch.

Upon investigation into this matter, it turned out to be two to four inches. On July 18, 1972 Al set a transit on bent #1 centerline and was checking alignment. Al left the transit while checking footing dimensions which took until noon. Al then went home for lunch, leaving the transit setting on bent #1 reference. Upon returning from lunch, the transit was gone. Al, Fred, and Murray, all OSHD Inspectors, looked for the transit in the afternoon. I was informed of the transit's disappearance the next morning and I went to bridge site to ask John what had happened to the transit. John and his crew were working in this area where the transit disappeared. John said he had no idea what had happened to the transit. John's crew also offered no explanation as to the transit's whereabouts.

I told John I felt he had the transit and that we could not work together with this type of happening. I advised John that I felt it would be necessary for me to contact County Sheriff and ask for help in locating the transit. I then walked up Campbell Street, approximately 200 feet and advised Ernie Scrivner, Resident Engineer, what had happened. Ernie and I talked about 15 minutes and Ernie looked up at the bridge site and John came from behind the Rod and Gun Club, carrying the transit and he crossed the work bridge and set the transit on the same reference Al was using, when the gun disappeared. John then walked back across the work bridge and back behind the Rod and Gun Club. Ernie and I immediately went to check if the transit was the missing one and John met us about 30 feet from the transit. I asked John why he had taken the transit and he stated he thought Al Schoener would have to pay for losing it. At this time I became very angry and offered to throw John Gilliland into Powder River. Nothing developed of this, but needless to say, this was one of the personality clashes.

On July 21, 1972, an error was found in layout at transition from abutment to wingwall, abutment #1, south end of the abutment. I am not sure who did layout work, but suspect Inspector Tom West, assisted by Mike Arthur, Carpenter Foreman for Gilliland. It took one carpenter two hours to correct this error. John pointed this error out to me. As stated, he did not mind this type error, as he liked Tom, and felt Tom was doing a good job of inspection. After talking with John, I never gave this incident any further thought. Al had asked to work on some other project and had been removed from the job.

Due to the extreme safety hazards on the project, I contacted the Industrial Accident Inspector's wife and requested his presence at the bridge site to help enforce safety. I requested the Industrial Accident man not tell John I had requested inspection and he said he was aware of Gilliland Construction's safety practices. The Industrial Accident Inspector arrived about 8:00 a.m., July 26, 1972. John was pouring abutment #1. John was cited for using an open hook on the crane for the concrete bucket, a log chain; no handrail on walkways, and was told to set up his oxygen bottles. The Industrial Accident Inspector left and John proceeded to swing concrete bucket through handrail, eliminating about 20 feet of rail. Nothing was done to re-assemble the rail, and it was still down when the Industrial Accident Inspector returned. This resulted in a turmoil between John and the Industrial Accident Inspector. The Industrial Accident Inspector said he had gone through this with John before and it was a losing battle.

Refer to picture 6 and 7 showing safety hazard. I requested Tom West, the Inspector, to report to the bridge site late the morning of the above mentioned concrete pour as I would inspect until safety inspector corrected the safety hazards. John was not aware I requested the Industrial Accident Inspector to check the job. I took this course of action to avoid a conflict of personalities between John and myself; but conditions were so hazardous I could not ask an inspector to work under these conditions. After the abutment was poured John complained extensively about the enforcement of a seven day water cure on abutment #1 wall. John said he had never been required to cure seven days. I realize this is a common rebuttal from most contractors, but I am listing it here just to show the uncooperative attitude of John.

On August 7, 1972, John had left the job and he left Mike Arthur in charge. Tom found abutment #2 footing was 3 to 4 inches high and instructed Mike to excavate to plan grade. Mike said John knew the footing was above grade, but instructed him to place reinforcing steel anyway. Mike called me at home about 6:30 p.m. on this same date. Mike said the reinforcing steel was fabricated wrong and wanted to know what to do. I went to the job site which is about 10 miles from home and showed Mike how to read the wingwall drawings. Mike had misread the drawings and the footing was formed incorrectly. I put on a pair of Mike's old workshoes and helped him hand excavate and move footing forms. We completed said work about 8:00 p.m.

On August 7, 1972, Tom corrected contractor's plans by placing the revised length of bent #2 left wingwall on the contractor's plans. This plan change was due to changing width of wingwall footings from 7 feet to 9 feet.

On August 11, 1972 the contractor's dike broke at bent #2 left wingwall, depositing approximately 50 yards of material and the wingwall footing excavation. Mike re-excavated where the dike had broken and formed wingwall footings early Sunday morning, August 13, 1972. I would like to point out at this time John's crew had refused to work through the weekend and Mike had hired three or four men from a local tavern. To the best of my knowledge, all workmen from this time on were hired from local taverns.

Mike started forming abutment #2 wingwall footings about 11:00 a.m., August 13, 1972 which was a Sunday. Al and I checked footing dimensions and found the end bulkhead to be at 18.6 feet and should have been at 19 feet. Al and I moved the bulkhead for Mike as the dike was leaking quite extensively in two places. Mike poured the footing at 4:30 p.m. this Sunday afternoon. During the duration of the pour, 4:30 to 7:45, John arrived at the job. John came over to where I was standing and stated I had cost him a considerable lot of money by building wingwall footings as per plan. John's reason for making this statement was that Mike had told John he could work around the old existing footing at left wingwall footing abutment #2, prior to John moving the backhoe off the job. Mike was wrong, and John was blaming me for this error also. As picture #8 and #9 plainly show, the old abutment should have been removed. I in no way entered into this decision.

The wingwall centerline was established, but Mike and John made the decision without proper investigation. John became very belligerent at this time and I advised John and Mike Arthur I was pulling an inspector off the job except for absolute required inspection and that I would do this inspection. The next morning I had Tom set all bent lines, wingwall centerlines, and establish whatever elevations John wanted and told Tom to inspect on Bridge 9804 steel painting.

Mr. W. E. Schwartz requested Chuck Fredrickson to come to job site on August 30, 1972 to settle differences between John and myself. John told Chuck I had requested he remove saturated backfill material behind abutment #1. John told Chuck I would not let him backfill higher when originally backfilling. I advised Chuck the plans state no backfill above elevation 26 until beams have been set, grouted, and grout has attained its strength. John could have constructed a dike at the upstream wingwall to prevent water from getting behind the abutment but he didn't. John also complained of plan changes he was not compensated for. I advised Chuck the additional concrete and reinforcing steel was added at unit price basis, Section 109.04, 1970 Standard Specifications. This was discussed on June 22, 1972 with John and George Schweizer and agreed upon at that time. Chuck verbally reprimanded me for losing my temper with John and stated this was not to happen again and it didn't happen again.

On September 1, 1972, John started backfilling abutment #2, on the river side of the abutment. See picture #11. Instead of removing the material and the dike as directed, John just leveled the material, creating a dam and flooding the area behind the abutment. Backfill operation had not commenced behind the abutment yet. John started pushing the dike material onto the detour channel so the current would carry the material downstream. Advised John to discontinue this practice but he continued so I contacted Sonny Walker, Rogers Construction Company Superintendent and he had John discontinue pushing material into the flow of the stream. Sonny then moved equipment in to help John. Due to letting water into area behind abutment #2, the topsoil portion of the bank sloughed in, creating a real problem in the bottom of the footing area. See pictures #14, #15, and #16.

John then moved his backhoe crane and some pumps to a project in Washington and Mike Arthur completed this structure. John also advised Chuck that I had kicked him off the job, but at no time did I tell John he was expelled from the project. I did, however, tell John on August 18, 1972, the project ran much smoother without his presence. I also advised John I would do all inspection in the future as I was extremely tired of his uncooperative and belligerent attitude.

On September 6, 1972, John arrived on the job about 10:00 a.m. and he was fueling a piece of equipment when I arrived there. I said good morning to John and he just ignored me which was fine. I went right ahead and talked with Mike Arthur and all of a sudden, John came unglued. He cussed me, accusing me of costing him money and in general, blaming all of his failures on the project on me. Also stated I had kicked him off the project. I just turned around and left the project. I have never taken a cussing from anyone before, but I did this time, in trying to comply with C. O. Fredrickson's instructions of not losing my temper which I realize is right. As a matter of record, I would like to state, this was one of the hardest things that I had ever done. I would also like to make it a matter of record that during the first week of work, John approached me on the job site and wanted to know what kind of whiskey I drank. I informed John I did not work this way and did not want to hear anything like that again. I hope this will fully explain the details and circumstances which have fostered this clash of personalities. If additional information is needed, we have very good documentation, personal diary, resident engineer's diary, many, many pictures to support statements that we have made.

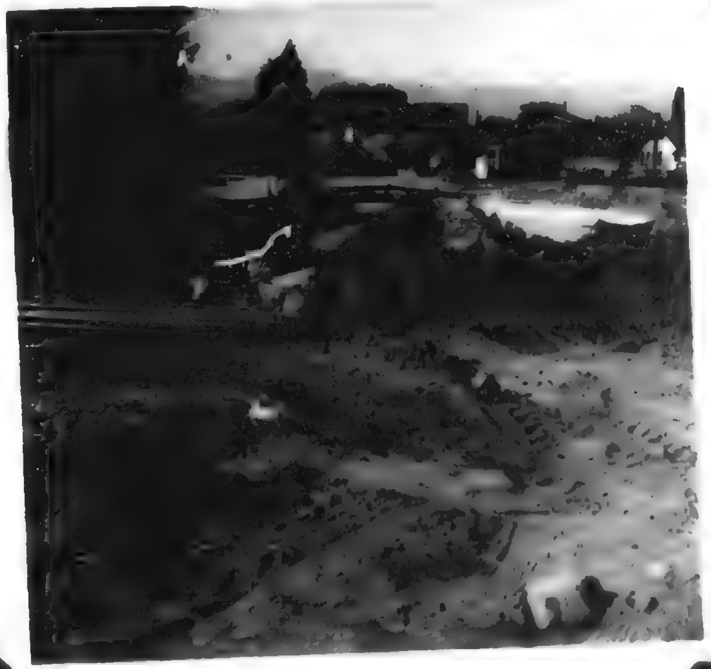
John is a very hard worker. He puts in many, many hours on the job. He works weekends, holidays; he is very dedicated. His only real problem is his lack of planning, organization, and thefact that he appears to be unable to read our plans.

C E Payton
Res. Br. Engr.

CEP/jc

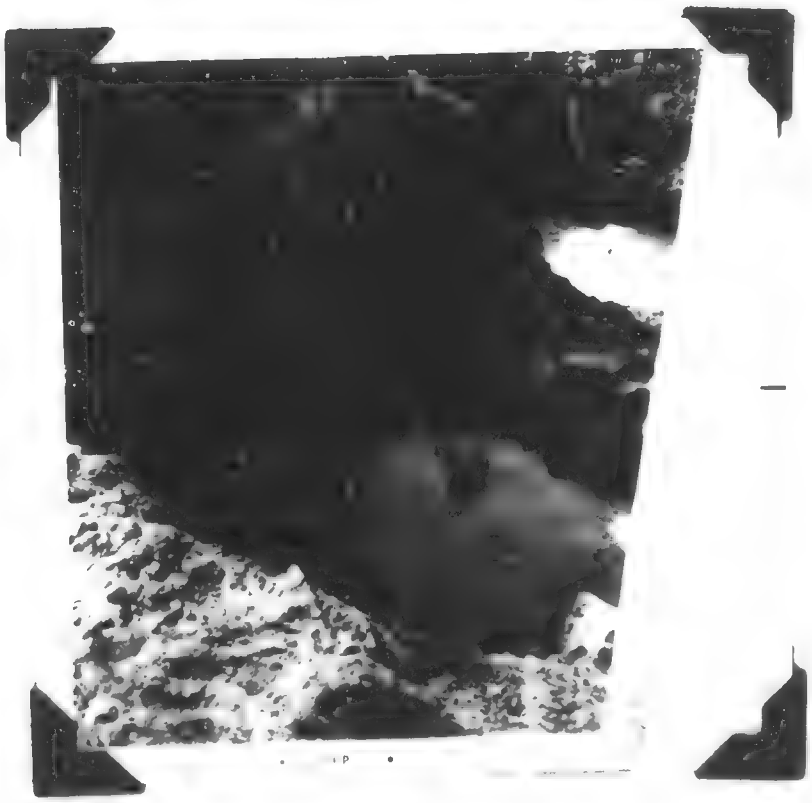
cc: C. O. Fredrickson
File

• JUL • 72



AUG 72

9



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7539

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 16, 1973

In reply refer to: 10-35-DA

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

Vernon V. Cusack

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

#7539

SUBJECT: Oregon Project I-80N-7(34)301
Richland Interchange-S. Baker Interchange
Old Oregon Trail Highway
Extra Work Order No. 15

Reference is made to Mr. L. H. Young's April 11, 1973 letter requesting FHWA approval of work covered by Extra Work Order No. 15.

This order covers the cost of repairing guardrail and signs. We agree that such repair costs are not the responsibility of the contractor. However, we consider that this type of work comes under the category of State maintenance and as such is not eligible for Federal-aid participation.

We do concur in the remaining work covered by this order.

NOTED
A. E. JOHNSON

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
APR 17 '73
REFER TO
Coulter / Young 4-18/73
FOR
Info | [illegible] | R/D | D/R | Sign | Act | File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7539

DATE April 11, 1973

TO V. V. Cusack, Acting Division Engineer
~~Simpson, Division Engineer~~
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. I-80N-7(34)301

SUBJECT Request Change Order Approval

Contract 7539, Extra Work Order No. 15

Project Richland Intchge. - S. Baker Intchge.

Highway Old Oregon Trail

County Baker

The Order covers repair or replacement of damaged guardrail and guide posts and correcting alterations made to the drainage and other miscellaneous structures in order to facilitate opening the roadway last fall. The section was opened last fall to improve safety for the traveling public, therefore this work is outside of the scope of the present contract thus necessitating this order.

Attached are copies of letters from the Regional Maintenance Engineer and the Resident Engineer.

This work was tentatively recommended for approval by Federal Highway Administration Area Engineer on April 4, 1973.

Your approval as of April 4, 1973 is requested.

Attach.

JK:pr

5

[illegible]
H. S. COULTER

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

7539

Salem, Oregon

DATE April 9, 1973

TO H. S. Coulter, ASST. STATE HWY. ENGINEER, OPERATIONS

FROM C. O. Fredrickson, REGIONAL ENGINEER
C. O. Fredrickson

SUBJECT John Gilliland Claim -#7539

On August 30, 1973, Pat Schwartz advised me that Mr. Ed Payton, Resident Bridge Engineer in Baker, and John Gilliland, sub-contractor to Rogers Construction Company on the Powder River Bridge in Baker, were having considerable difficulty on the project to the point where he was concerned that there could be a fight. At this time I was the Region Bridge Engineer in Region 5. Pat requested that I stop in Baker and try to straighten the situation out.

Upon arriving in Baker, I contacted Mr. Payton at his office and received his explanation of the situation. He told me that he had experienced considerable difficulty with Mr. Gilliland in obtaining compliance with the specifications on the structure, particularly relating to control of the stream in which he was working and in his backfilling operation. He also stated that Mr. Gilliland had been quite tough on the State inspectors, and that, as the Resident Engineer, he had been doing quite a bit of the inspection himself. At one point, Mr. Gilliland had allegedly taken an OSHD transit and hidden it in his shed, presumably to embarrass the inspector. Mr. Payton had lost his temper over this and had threatened to throw the contractor in the river if the instrument was not returned. It was over this that Pat Schwartz had been called and in turn had called me. Mr. Gilliland had returned the transit after the argument.

After talking to Mr. Payton, I spoke to Mr. Gilliland. He felt that Mr. Payton was being unduly harsh in his inspection of the contract, and that the two of them had not gotten along from the beginning of the project. He also advised me that there had been engineering errors which had cost him time and money, and that he planned to file a claim for compensation.

RECEIVED
APR 9 1973
Office of
Assistant State Highway Engineer

I advised both Mr. Payton and Mr. Gilliland that they were going to have to work together to complete the bridge, and that they should minimize their personal contact if they couldn't get along. I also advised both of them that if there were, in fact, legitimate claims against the project due to changes or errors on our part, these should be presented, through the prime contractor, to the Resident Engineer and that, if we agreed with them, they would be paid. This information was passed on to Rogers Construction Company. When I left Region 5, no claim had been presented.

After the above discussions had taken place, Mr. Payton was reprimanded verbally by me for having lost his temper with the contractor and instructed to try to avoid repetition of the incident. He was to provide such engineering as was required on the project and to avoid arguments insofar as possible. To the best of my knowledge, this was done. A verbal report was made to Region Engineer, Pat Schwartz, when I returned to the Region Office. No written report was made.

With the exception of this one incident, it is my opinion that Mr. Payton acted precisely as a Resident Engineer should have in his conduct of the duties assigned him on this project. He obtained a satisfactory job on a bridge which, although small, was built under somewhat adverse conditions in a restricted work area. The contractor, while capable, required a considerable amount of supervision, which was provided. Mr. Payton was instructed, by me, to see to it that this job was supervised in this manner.

As I understand the subject claim, it is alleged that Mr. Payton was responsible for losses to Mr. Gilliland. Unless these losses are due to errors or plan changes I can see no basis for them. Please advise me if I can provide any additional data.

COF/sr

cc: Pat Schwartz
Ed Payton

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7539

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT
HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

April 9, 1973

Mr. Jim Adamson
Superintendent of Public Works
City of Baker
P.O. Box 650
Baker, OR 97814

Additional Work
Drainage Protection
City-State Storm Sewer
N. Powder-Baker Utility Project
(Richland Int.-[illegible]. Baker Int.) Sec.
Old Oregon Trail Highway
Baker County
Utility Project No. I-80N-7(28)284

Dear Mr. Adamson:

Your estimate for the additional work, which involves construction of a dike between the pond the City of Baker is using as surge basin and the pit owned by Baker Radi-Mix, has been approved by the State and Federal Highway Administration. The State's share of this work is $333.66, as detailed in your letter dated March 5, 1973.

The work authorized above is a supplement to our letters of authorization dated October 11 and August 23, 1972. All other provisions of these letters remain unchanged.

Very truly yours,

PGP

Phil G. Preston
Utility Special Studies Engineer

PGP:jly

bc: ~~A.~~ E. Johnson
V. V. Cusack
V. L. Gallagher
V. E. Skoog
E. L. Scrivner
W. E. Schwartz
H. W. Gerlach

RECEIVED
STATE HWY ENGR
APR 9 '73
REFER TO
FOR

RECEIVED
APR 10 1973
Office of
Assistant State Highway Engineer

7539

7539

April 6, 1973

TO Vernon V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Extra Work Order No. 9
Richland Interchange-South Baker Interchange Section
Oregon Project No. I-80N-7(34)401

You have recently withheld Interstate participation in 26,000 tons of subbase aggregate costing approximately $19,500.

Surfacing design called for 10-1/2 inches of aggregate subbase, six inches of plant-mix aggregate base, six inches of plant-mix bituminous base, and four inches of asphaltic concrete. The quality for the aggregate subbase was established by subsection 703.06 of our standard specifications which require no more than 8 percent passing a No. 200 sieve and having a sand equivalent not less than 25. The State did not offer a material source.

During the contract period, the contractor utilized three separate sources. From April 27, 1972 to about August 3, the subbase operation involved outright rejection and nonpayment of some material, causing a shift to different sources, with more care being taken in the selection of material. On August 4, a decision was made to lime treat the remaining material. By that time, four sections of aggregate subbase that was in place had been covered over with surfacing material. Two of these sections are now cited as nonparticipating (Stations 2090 to 2126 and 2190 to 2225, Eastbound). The subbase in these sections was covered during the period from July 20 to July 29 soon after the placement of the subbase (please note that the decision to lime treat was made August 4).

The question of participation appears to involve the three following aspects:

1. Testing Procedures (Aggregate Drying) - The method used to dry the aggregate prior to sieve analysis utilized propane heat applied to the bottom of a drying pan on a heavy wire screen. The material in the pan is stirred and drying continues until there is no more weight loss. The time it takes to dry aggregates by this method varies because of the type of material--in general, it usually takes one-half to one hour.

   This method is frequently used statewide as it allows drying of the aggregate in considerably less time than does the oven drying method. The propane method requires more heat and there was some thought that this may have caused some cementing of the 200-minus material into larger sizes. However, there is no evidence that this did occur or have an effect on the sieve analysis to any appreciable extent.

   The primary factor in obtaining a correct 200-minus material value centers about the dry and wet sieve analysis methods. In general, there was approximately four percent difference between the two methods, with the wet method showing the higher percentage. The wet method (AASHO T11) is the one specified to accurately determine the amount of material finer than the No. 200 sieve. Unfortunately, it takes a great deal of time to perform. Four out of the five wet sieve tests made in the field prior to July 20 passed the 200-minus specification requirement. The nine progress record tests taken prior to July 20 passed the 200-minus requirement. The importance of timely check testing has been emphasized to our field personnel.

2. Base Design - Should we have questioned the adequacy of the base design sooner, in view of the appearance and characteristics of the subbase material, even assuming that the field test results were valid? Practice is to not systematically check actual "R" values secured

during construction against a base design. The test procedure and analysis requires a minimum three weeks' time, and it is simply not a practical construction control. It was finally done on this project as a means of justifying the lime treatment. We question whether resident engineers should be expected to go this far and, in effect, question the base design and specifications to this extent. This is a matter of judgment that does not appear to be a valid reason for withholding federal participation.

3. Test Results - The area between Stations 2090 and 2126 has shown sand equivalents varying from 19 to 46. Admittedly, the first five tests on the beginning of the project (eastbound) having values of 19 to 24 in the first 1,700 feet is not the best pattern of sand equivalents for the project not treated with lime. The other area (Stations 2190 to 2225) shows sand equivalents ranging from 21 to 28; however, this is in the area where, in order to keep the project moving, it had been agreed to allow temporarily a sand equivalent of 20 provided the contractor placed an extra one-half inch of specification plant-mix aggregate base (the next lift of material over the subbase) at subbase price. In effect, the substitution of one-half inch of plant-mix aggregate base for the same depth subbase resulted in five points less sand equivalent in the subbase. This was cleared with the Area Engineer at the time.

   It is believed that the six late check tests on the samples your people obtained were obtained from a berm on the shoulder. These showed sand equivalents ranging from 19 to 22 in the two rejected areas. We do not believe these samples are valid since they were taken after the material had been compacted and trimmed with the excess being conveyed or bladed into an outside berm. This is not a specified procedure for taking samples.

We respectfully request reconsideration of your participation in this subbase work.

JAB:fw/HSC:ia
bc F. B. Klaboe
   A. E. Johnson (AEJ 667)
   C. T. Keasey
   V. L. Gallagher
   W. E. Schwartz

FORM 2-09 (REV. 10-63)

Approved 4/4/73
S Coulter
ASST. STATE HWY. ENGR.

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 3, 1973

SUBJECT: Assignment 667-AEJ
Extra Work Order No. 9
Richland Interchange-South Baker
Interchange Section
Contract No. 7539

To: H. S. Coulter
Assistant State Highway Engineer

FROM:
John A. Bond
Construction Administration Engineer

The November 2 letter from FHWA withholds their Interstate participation in 26,000 tons of subbase aggregate which represents approximately $19,500 worth of work. Our response to this has evolved through three visits to the field people involved and two meetings with the FHWA Area Engineer.

The plan surfacing section called for 10-1/2 inches of aggregate subbase, 6 inches plant mix aggregate base, 6 inches plant mix bituminous base and 4 inches of A.C. The quality requirements for the aggregate subbase was Standard Specification 703.06 which requires not more than 8 percent passing No. 200 and a sand equivalent not less than 25. The State did not offer a material source. During the life of the contract, the contractor utilized three separate sources. Between April 27, 1972 and about August 3, the subbase operation evolved through outright rejection and non-payment of some material, shifting to different sources, more careful selection at the sources, the culminated in an August 4 decision to lime treat remaining material. By then, four sections of the aggregate subbase that were in place had been covered up with subsequent lifts of surfacing. Two of these sections are the ones now rejected as non-participating by FHWA. More details on this sequence of events are found in the Resident Engineer's four-page report dated September 15, 1972.

The FHWA decision to withhold their participation in the two areas is an outgrowth of the effort to obtain their participation in the lime treatment work which was covered by Extra Work Order No. 9 in the amount of $86,950. This has been approved for full Interstate participation but the main basis for justifying it was to upgrade the "R" value of the aggregate subbase to meet the design "R" value objective. FHWA now turns around and faults us for having placed subsequent lifts over the untreated aggregate subbase in two areas in the time period from July 20 to July 29 (note the decision to lime treat was made on August 4). The two areas were segregated by FHWA on the basis of test results on sand equivalent and passing 200. This testing has been shown graphically on the attached roll.

1. Testing Procedures (Aggregate Drying) - On this project, the method used to dry the aggregate prior to sieve analysis was by use of propane heat applied to the bottom of a drying pan which was sitting on a heavy wire screen. The material in the pan is stirred and drying continues until it does not lose any more weight. Time to dry aggregate with this method varies due to the type of material, but in general, it usually takes one-half to one hour of drying time.

This method is used quite often statewide as it allows drying of the aggregate in much less time than the oven drying method. The propane method employs some more heat and there was some thought that perhaps this may have caused some cement of the No. 200 minus material onto the larger sizes. However, there is no evidence that this occurred or affected the sieve analysis to any appreciable extent.

Probably the main factor in getting a correct No. 200 minus material value evolved about dry and wet sieve analysis. In general, there was some 4 percent difference between the two types of sieving, the wet method, of course, showing the higher percentage. The wet method (AASHO T 11) is the one specified in accurately determining the amount of material finer than the No. 200 sieve.

No check samples were sent into the Salem Lab by the Resident Engineer prior to the check samples taken by R. A. Nichols on July 20. As of that date, 116,000 tons of aggregate subbase had been placed on the grade. Adequate Progress Record Samples were sent into the Lab by the Region prior to July 20; however, none of these were taken as check tests as defined by March 6, 1970 instructional letter from F. D. Morgan and I. D. Merchant (attached).

2. Base Design - The FHWA argues that the very adequacy of the base design should have been questioned sooner in view of the appearance and characteristics of the subbase material, even assuming that the field test results were valid. We have simply not been in the habit of checking actual "R" values secured during construction back against a base design. It was ultimately done on this project as a means of justifying the lime treatment. We question whether Resident Engineers should be expected to go this far and in effect question the plan and design and specifications to this extent. This is a judgement area that we do not believe is a valid basis for withholding Federal participation.

3. Test Results - As indicated on the chart, the first FHWA reject area has sand equivalent tests from 19 to 46. Admittedly, the first five tests on the very beginning of the project (eastbound) with values of from 19 to 24 in the first 1,700 feet is the poorest pattern of sand equivalent tests for the project not treated with lime. The other area shows sand equivalents running from 21 to 28, but

this is in the area where in an effort to keep the project moving it had been agreed to temporarily allow going to a sand equivalent of 20 provided the contractor put on an extra half-inch of specification plant mix aggregate base (the next lift of material which went over the subbase) but at subbase price. In other words, in effect, substituting 1/2 inch of plant mix aggregate base for the same depth subbase and five points less sand equivalent in the subbase. This was cleared with the Area Engineer at the time.

The FHWA position is influenced by six late check tests on samples which they obtained and which we find were taken from a berm on the shoulder. These showed sand equivalent from 19 to 22 in the two rejected areas. As indicated by the footnote on the chart, we do not believe these are valid samples since they were taken after the material had been compacted and then trimmed and the excess conveyed or bladed into an outside berm. This is not the specified procedure for taking samples.

We are in a poor position to argue about the adequacy of the first 1,700 feet eastbound cited above. We suggest that the subbase on this section be acknowledged as slightly less than specified and accept non-participation on just that section. This would amount to 6,553 tons or $4,914.75. This should be kept in perspective by the fact that we are getting participation in the significant amount of money involved in the lime treatment on a majority of the project.

A suggested rough draft letter to the FHWA is attached.

JAB:fw
Attach.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: November 2, 1972

In reply refer to: 10-35-DA

FROM : Mr. G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(34)401
Richland Interchange-S. Baker Interchange
Extra Work Order No. 9

Routing
Keasey
Bond
Walker
Johnson
RECEIVED
NOV 9 1972
CONSTRUCTION SECTION
Pease
Glenn
Litchfield
Berg

Mr. Young's October 16 letter requests approval in the lime treatment of subbase aggregate on this project. The circumstances involved in the need for the lime treatment have been examined with the following conclusions:

1. EWO #9 is approved for FAI funds participation (approved copy attached).

2. FAI funds will not participate in the approximately 26,000 tons of subbase aggregate placed on the eastbound lanes between Sta. 2090BK to 2126BK and Sta. 2190BK to 2225BK. This material was identified as deficient but subsequent corrective treatment was not made after July 19.

From our review of this situation a weakness is indicated in the testing procedure with respect to the drying of samples. The inadequacy of the drying equipment appears to be an important factor in the failure of the field testing to reveal the excessive amount of -200 material in this particular material. Your advice is requested concerning corrective actions which have been or will be taken to overcome this weakness.

RECEIVED
STATE HWY ENGR
NOV 3 '72
REFER TO
FOR
Info Ans R/D D/R Sign Act File

11-6-72
REFERRED TO
Al
BY DEPUTY STATE HIGHWAY ENGR.
Please discuss

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
September 19, 1972

SUBJECT:

To:
C. T. Keasey
Construction Engineer

SALEM

Aggregate Subbase
Richland Interchange-S. Baker
Interchange Section
Old Oregon Trail Highway
Baker County
Contract No. 7539

In a recent telephone call on the above subject, you indicated that three basic questions had to be answered before FHWA Area Engineer Dick Nichols would support our request for FHWA participation in a price agreement to lime treat the aggregate subbase. The questions were: (1.) Why did we do nothing about the nonspec aggregate subbase until he got into the act? (2.) Why did we place subsequent courses of material on the nonspec aggregate subbase? (3.) Is the rest of the aggregate subbase in substantial conformance with specifications?

Attached is a very complete report from Resident Engineer Ernie Scrivner which supplies the answers to the questions posed. It is quite clear to me that a great deal was done in an attempt to comply with specifications, and that much of the project is covered with specification material. The contractor also went to considerable expense and effort to comply with the specifications.

It is apparent that Baker Valley gravels in substantial quantities will not meet our base design criteria without lime treatment. I believe the FHWA shared our views regarding the use of Baker Valley gravels in the base design. These original views have now proven erroneous and it seems that FHWA should now share in the cost of upgrading the gravels.

Wendell E. Schwartz
Wendell E. Schwartz
Regional Engineer

WES:sh
Enclosure

cc Ernie Scrivner

cc: FHWA / Test Location
chart to Nichols 9-25-72
mg

Routing
Keasey
Bond
Walker
Johnson
RECEIVED
SEP 20 1972
CONSTRUCTION
SECTION
Pease
Glenn
Litchfield
Berg

FORM 6-30

RE RCE RBE RME ☐
NOE SEP 18 1972
☐ RECEIVED ☐
RDE REGIONAL OFFICE

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

September 15, 1972
Baker, Oregon

SUBJECT: Report on Aggregate Subbase
Richland Interchange-S. Baker Intchg.
Contract 7539
Old Oregon Trail Highway
I-80N-7(34)301

To: W.E. Schwartz
Regional Engineer
La Grande

The following report is submitted in connection with aggregate subbase work and problems encountered with this phase of project.

Aggregate Subbase work commenced on project April 27, 1972. Material from Rogers Pit Easterly of Sta. 2031 was placed on"EB"section of grade from near South end of Richland Interchange ahead to just back from Campbell Street Structure. First job control tests run showed material to be in substantial compliance with specifications. Some clay chunks noted and contractor requested frequently to take steps neccessary to keep this out of material. By earley May had completed this section and on May 11 began placing material on southerly end at sta. 2212 AH. Work in this area, on both "EB" & "WB", continued ahead to sta. 2266 until June 5 with material from Mc Inroe Pit. At this time job control tests and visual inspection showed material to be border line on specifications and contractor was so advised. They stopped work in Rogers pit and moved to another private source a few miles North and East of project. Started placing material from this pit on Southerly end June 7. This material also contained some clay chunks as did material from Rogers pit. However, this was not believed excessive and not detrimental. Tests run indicated this to be good material otherwise. Material from this source placed on various sections throughout project until June 15 when source depleted.

Contractor negotiated for piece of private property adjacent to Easterly right of way just North of project on Baldock Slough-Richland Interchange project and during June stripped overburden from gravels.

? On June 27 first material supplied from McInroe Pit and placed on Campbell St. between Main St. and Resort St. The next day a few loads placed at the intersection of Clarke St. and Campbell St. All of material placed these first two days appeared dirty and tests run on that placed at Clark St. failed and contractor advised this would have to be removed. No payment made for this failing material as of this date. It was believed that problems with the first material from McInroe pit was due to contractor not completely removing all the overburden, so a few more days were spent cleaning up the pit. On July 5 resumed hauling material to grade again.For the next six days until July 11, placing aggregate subbase from McInroe Pit at various locations on both "EB" & "WB" throughout project. Job control tests were at borderline quality, but in specifications enough to permit contractor to continue operations.

Report on Aggregate Subbase(continued)

July 11 quality of material worsened and most of tests failed. Contractor was issued written shut-down order on this date instructing him to cease placing material from McInroe Pit at end of shift. After receiving these orders contractor extended end of shift considerably beyond normal time, obviously to get as much material hauled to grade as possible.

On July 12 meeting held with contractor at Kizer's field office to discuss aggregate subbase problems. Personnel in attendance were: Ray Kizer, George Schwiezer, and Wes Jones for contractor; Alfred Shirley Jr., John Walker, Dave Jones, and Ernie Scrivner for the Highway Division. I advised Al and John that the major problem with the material was in SE values which were running between 25 and 20, and specification was 25. The gradation was substantially in specs with 200 minus somewhat high, but in according to our tests. I also advised them that I believed the material from McInroe Pit would probably make SE of 20.The contractor was advised that we would check on the possibility of reducing the SE requirement to 20 by increasing the depth of plant mix aggregate base enough to make up for the lower grade aggregate subbase. Ray Kizer requested permission to be allowed to continue with work since aggregate subbase was critical to keep project moving. He was given verball approval to proceed pending concurrance of central laboratory on plan discussed. Kizer was advised that any change in design depth of base materials would be at no cost to the State.

July 13 contractor resumed placing material. During day we were advised by Al Shirley that we could proceed with plan discussed yesterday and replace one-half inch of aggregate subbase with one-half inch of plant mix aggregate base. Instructed us to start paper work for change order to document this. Late in day several loads of material were rejected near easterly end of summit cut do to visual observation of what was considered an excessive amount of dirt.

Work continued for the next week with material from McInroe Pit placed primarily on the following areas of project: "EB" 2090-2126, 0.7 mile section from North end to near to near South End of Richland Interchange; "EB" 2190BK-2210AH, 1.1 mile section from south side of Campbell St. Interchange structure to easterly end of summit cut; "WB"2090BK-2210AH, 1.1 mile section from north end to easterly end of summit cut. Job control tests run showed material to continue to be out of specifications with SE tests running near 20, but a few tests down to 18.

On July 19, FHWA Area Engineer, Dick Nichols made regular inspection of project and expressed concern over visual appearance of material on grade. He was advised of recent decision, but seemed to already be aware of this. The next morning, July 20, I was advised by Dick Nichols that he wanted to pick up samples of material for testing, and also was going to request Regional Inspectors to run tests. On July 20, Dick Nichols accompanied by Dave Jones picked up (9) nine samples at various locations.

On about July 20, contractor was requested to stop placing aggregate subbase on project until we received results of samples submitted by FHWA, and they did this without written shut-down order. The work down then until July 26 when contractor requested permission to place some aggregate subbase on South ramps of Richland Interchange. I gave approval on this request since there was no material on these ramps and we would not be covering up any specification material, however, after hauling only for a short time aggregate subbase looked so bad I again issued a shut-down on work.

Report on Aggregate Subbase(continued

On August 2 results of (9) nine tests submitted by FHWA was received from Jim Wilson by telephone. He advised me that "R" values were so low that no credit could be given material and it would have to be upgraded and replaced with 8½ inches of base rock. Wilson also advised me that "R" value results on the one sample that passed both SE and gradation was to low to give us the stability required. Most of samples failed on SE and 200 minus. The next day Aug. 3, received telephone call from Pat Schwartz. He instructed me to meet with contractor and advise them of test results, and ask them how they planned to correct this problem. Pat also instructed me to advise them that no more material would be placed that did not meet specifications. Later in day met with Wes Jones, Kizer Const. and Sonny Walker, Rogers Const. and advised them of test results and that Salem lab. had recommended that material on grade be lime treated or removed and replaced with 8½" inches of PMAB. As expected the contractor's personnel were not willing to accept responsibility for either of these solutions and indicated they would want a meeting between their people and top engineers in Highway Division to resolve this.

On August 4 Highway Engineer, Tom Edwards along with Caroll Keasey, Walt Hart and Pat Schwartz arrived on project and met with contractor's representatives, Ray Rogers, Ray Kizer, George Schwiezer, Charles McInroe, Wes Jones and Sonney Walker at their field office on project. The aggregate subbase problems were discussed and outcome of meeting was that the State would pay contractor's cost of lime treating all aggregate subbase now on grade and remainder of material to be placed. This responsibility assumed by the State due to tests that show material passing project specifications should be upgraded to give the stability necessary. We were instructed to start preparations for doing lime treating and proceed with this at earliest possible date. On Aug. 15 work was commenced and has continued up to this date. Results of tests on samples of lime treated material submitted to Salem show satisfactory results with material upgraded to stability required.

The following information from our project records is to give status of various sections of project on which plant mix aggregate base, Bituminous Base and asphalt concrete was placed prior to or during time when aggregate subbase material was being checked out.

Non-Part. area

1. "EB" 2090BK-2126BK. 0.7 mile
   First aggregate subbase placed on this section between July 10 and July 11 under contract specifications. Job control tests 4, 3 failed on SE, Progress Record Tests 3, all failed on SE and 200 minus.
   Remainder of material placed between July 14 and July 20 under verbal agreement with contractor to reduce SE to 20 and substitute the one-half inch of PMAB for aggregate subbase. Placed and finished PMAB July 21 and July 23.
   Placed binder on July 24; placed Bituminous base between July 28 and July 31, Placed asphaltic concrete between Aug. 1 to Aug. 16. All base rock and paving work performed during period aggregate subbase being checked out by laboratory for stability.

Report on Aggregate Subbase(continued)

(No Lime)

2. "EB" 2126 BK- 2187 BK, 1.0 Mile:
   Aggregate Subbase placed between Apr. 27- May 2, June 1-June 2;
   Job control tests: 16 taken, 3 failed SE(17,19, & 22)
   Progress Record Tests: 5 taken, 2 failed SE(23,24), 1 failed 200-(12.4%)
   Placing PMAB: June 19-July 14
   Placing PMBB: July 24-July 27
   Placing AC: Aug. 2-Aug. 18

Non-Particip. area.

3. "EB" 2190BK-2225BK, 0.7 Mile:
   Aggregate subbase placed May 24-May 25; July 13-July 20
   Job Control Tests: 12 taken, 3 failed SE(21,22, & 24)
   Progress Record Tests: 1 Taken, 1 failed SE(23)
   Placed PMAB : July 28-July 29
   PMBB: Aug. 4-Aug. 7
   Placed Class B: Aug. 15- Not completed

   Part of aggregate subbase placed during period when verbal agreement with contractor reduced SE to 20 and substitute of one-half inch of PMAB for aggregate subbase.

(No Lime)

4. "EB" & "WB" 2212AH-2260AH, 0.9 Mile:
   Aggregate subbase placed May 24-May 31; June 9-June 12
   Job control tests: 17 taken, none failed
   Progress Record Tests: 6 taken, 5 failed SE(20,21,22,23,24), 1 failed 200-(8.7%)
   Placed PMAB: June 20-June 28
   Placed PMBB: July 7-July 20
   Placed AC Mix: July 12- not completed

   Aggregate subbase supplied from Rogers Pit

Submitted with this report is summary of all tests taken on aggregate subbase including job control tests, Progress Record Tests and final Record Tests.

E.L. Scrivner
Resident Engineer

(Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

G-IN

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date August 24, 1972 11-2-72

Project Name Richland Interchange- S. Baker Inch.
Contract No. 7539
Highway Old Oregon Trail
Prefix 601-1074
County Baker
F. A. Project No. I-80N-7(34) ~~531~~ 2201
Contractor Ray Kizer & Ray Kizer Const & Rogers Const. Co.
Order No. Nine
Address P.O. Box 16537 Portland, Oregon 97216

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Lime treat aggregate subbase to bring the "R" value to a value that will meet our design "R" value.

Location by station numbers:

WB 2090 to 2210 AH., WB 2260 AH. to 119+65 AH.
EB 2225BK to 2210 AH.

Estimate of quantities and cost:

Labor(Including profit)	15,726.00
Equipment(Including Profit)	26,211.00
Material(Including Profit)	45,013.00
Total	$86,950.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The work to be done is outside the scope of the contract and is neccessary to make the aggregate subbase meet the requirements of our base design.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization $6,156,924.75
Present estimate of project cost, including $86,950.00 for work under this order $6,368,430.78
Expected ~~under-run~~ over-run amount $211,506.03
Expected ~~under-run~~ over-run per cent 3.4%

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: Construction Engineer or

Approved

FORM E-30

NOTED
H. S. COULTER

NOTED
A. E. JOHNSON

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7539

La Grande, Oregon
April 2, 1973

SUBJECT:

To:

C. T. Keasey
Construction Engineer

SALEM

Attention John Bond

Gilliland Claim
Richland Interchange-South
Baker Interchange Section
Old Oregon Trail Highway
Baker County
Contract No. 7539

This office is well aware of the conflict of personalities between our resident bridge engineer, Ed Payton, and subcontractor, John Gilliland, during construction of the Powder River bridge on Campbell Street in Baker. I have always supported Payton in this relationship and will continue to do so until such time as information may be presented which would cause me to change my mind.

By a copy of this letter, I am asking Payton to give me a report which will fully explain the details and circumstances which have fostered this clash of personalities. When I have this report, I will make a copy available to you so that you may be fully informed.

We cannot respond to this claim until it has been properly presented and specific claims are made.

WES:sh

Wendell E. Schwartz
Regional Engineer

cc A. E. Johnson
E. L. Scrivner w/attach.
C. E. Payton "
C. O. Fredrickson "

4-6-73
Discussed w/ Schwartz —

RECEIVED
STATE HWY ENGR

APR 3 '73

REFER TO

FOR

Info	Invs	R/D	D/R	Sign	Act	File

Track weighing
Rogers

7539

March 29, 1973

Mr. Terence J. Hammons
Hammons, Phillips & Jensen
Attorneys at Law
46 Irving Road
Eugene, OR 97402

Dear Mr. Hammons:

Richland Interchange-South Baker
Interchange Section
Old Oregon Trail Highway
Contract No. 7539

Reference is made to your March 20 letter in which you allege that your client, Gilliland Construction Company, incurred additional costs for work performed on Contract No. 7539.

Under terms of this contract, any claims for additional compensation must be processed through the prime contractor:

Ray Kizer (an individual), Ray Kizer
Construction Company and Rogers
Construction, Inc.
P. O. Box 16537
Portland, OR 97216.

Any claims should conform with the specification requirements, including Section 109.05, and should be submitted by the prime contractor through our Resident Engineer, Mr. Ernest L. Scrivner, P. O. Box 427, Baker, OR 97814.

During the interim, we will look into the circumstances referred to in your letter.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
L. I. Lindas
C. T. Keasey (enc.)

HSC:ia/AEJ:ja

HAMMONS, PHILLIPS & JENSEN
ATTORNEYS AT LAW
46 IRVING ROAD
EUGENE, OREGON 97402

TERENCE J. HAMMONS
MICHAEL V. PHILLIPS
DAVID L. JENSEN

689-2210
AREA CODE 503

cy Klaboe

REFERRED TO
Admin
BY SECRETARY

March 20, 1973

Oregon State Highway Department
Salem, Oregon 97310

Re: Contract 7539, Baker, Oregon -
Gilliland Construction Company

Gentlemen:

Our office represents Gilliland Construction Company, who had a subcontract in regard to the above job with Rogers Construction, Inc. Throughout our client's performance of his agreement, your resident engineer, Mr. Edward Payton, continually obstructed our client and interfered with his performance of his duties. Mr. Gilliland completed his performance in approximately November of 1972, he relates, and he further advises that as a result of the interference of Mr. Payton he lost approximately $15,000.00 in profits, and accordingly, pursuant to ORS 30.275, demand for payment of that sum is hereby made upon you.

The interference that I refer to took place upon the contract site near Baker, Oregon, and he commenced performance in July of 1972. Mr. Payton persisted in taking engineers off the job, ordering Mr. John Gilliland, our client's supervisor off the job, and requiring items to be changed or re-done where no cause existed. This is not meant to be an exhaustive list of the items of interference complained of, but does serve to illustrate the circumstances involved.

Very truly yours,
HAMMONS, PHILLIPS & JENSEN

Terence J. Hammons

Terence J. Hammons

cm
cc: Gilliland Construction, Inc.

RECEIVED
MAR 22 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
MAR 27 1973
Office of
Assistant State Highway Engineer

cy-Lenaas
3-27-73

RECEIVED
STATE HWY ENGR
MAR 23 '73
REFER TO
[illegible]
FOR
✓

[illegible]

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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7539

March 26, 1973
Salem, OR 97310

SUBJECT: Additional Work
Drainage Protection
City-State Storm Sewer
N. Powder-Baker Utility Project
(Richland Int.-S. Baker Int. Sec.)
Old Oregon Trail Highway
Baker County
Utility Project No. I-80N-7(28)284

7539

To: G. L. Green
Division Engineer

Federal Highway Administration

Your letters dated April 14 and September 25, 1972, authorized certain work by City forces to prevent the flooding of the Baldock Ditch.

As the work progressed, it became apparent to the City that it would be necessary to construct a dike between the surge basin and the gravel pit owned by the Baker Readi-Mix Plant (See attached sketch). The dike is necessary to allow Baker Readi-Mix to pump out their gravel pit or use it as a settling basin for pumping other ponds.

The dike was constructed in conjunction with the other work since the cat was already there and was scheduled to go to the shop the next week. Also, the water level of the ponds was low enough to allow the work to be performed. If it had been necessary to wait for prior approval, the water level could have risen to a point where construction would have been much more difficult and costly.

See the City of Baker's letter dated March 5, 1973, for additional details and a breakdown in cost of the work. A copy is attached.

Your approval of this additional work in the amount of $333.66 (State's share) is requested.

NOTED
A. E. JOHNSON

Phil G. Preston
Utility Special Studies Engineer

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STATE HWY ENGR
MAR 2 8 '73
REFER TO
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FOR

Info	Invas	R/D	D/R	Sign	Act	File
✓						✓

RECEIVED
MAR 29 1973
Office of
Assistant State Highway Engineer

PGP:jly
Attach.

cc: ~~A.~~ E. Johnson
R. N. Chase
V. L. Gallagher

OREGON STATE
HIGHWAY DIVISION

7539

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO
V. V. Cusack, Acting Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

DATE March 22, 1973

Federal-aid Project
No. I-80N-7(34)301

FROM

L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7539 Extra Work Order No. 1 supplement

Project Richland Interchange - S. Baker Interchange

Highway Old Oregon Trail

County Baker

This supplemental order provides funds to complete the purpose of the on the job trainee program. During the progress of this project it was necessary to use several people in each craft to comply with the training program and this exceeded the alloted time for training. To complete the training of the last trainee on the project additional authorization is required to exceed the specified training hours for which the contractor can be reimbursed.

A copy of the Engineer's letter of explanation is attached.

This additional cost was tentatively approved by the Federal Highway Administration District Engineer March 20, 1973.

Your approval as of March 20, 1973 is requested.

Attach.

BMW:dgk

Claim 47[illegible]

RE[illegible]VED
MAR 13 [illegible] 15 PM '73
[illegible]RS
[illegible] STATE

FILED
MAR 13 1973
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7539

March 12, 1973

~~Ferguson & Burdell~~
~~929 Logan Building~~
~~Seattle, Washington 98101~~

NOTED ON CARD
3-23-73 KO

Gentlemen:

This is to acknowledge receipt of a claim dated March 1, 1973, by your client, Tri-M Erectors, Inc., for $17,413.78, against Ray Kiser, Ray Kiser Construction Company, and Rogers Construction, Inc.

From the description given in the claim, this appears to be work on Contract No. 7539 for the Richland Interchange-South Baker Interchange Section of the Old Oregon Trail in Baker County.

The Travelers Indemnity Company and the Great American Insurance Company furnished the performance bond in this contract. We will advise them of the receipt of your claim, and we will also forward the claim to the Secretary of State for filing.

As requested in your letter accompanying the above claim, we are attaching a certified copy of the contract and bond for Contract No. 7681 for the Union Pacific Railroad Overcrossing on the La Grande Section of the Old Oregon Trail in Union County.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD
C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
MAR 1[illegible] 1973
OREGON
STATE HIGHWAY COMMISSION

cc Ray Kiser, Ray Kiser Constr., Co., &
Rogers Constr., Inc.
Tri-M Erectors
The Travelers Indemnity Co.
The Great American Insurance Company

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTICE OF CLAIM

TO: The State of Oregon

AND TO: Department of Highways
State Highway Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, Tri-M Erectors, Inc., has a claim for the placing of reinforcing steel placed by it in the sum of $17,413.78 against the bond taken from Ray Kizer, an individual, and Ray Kizer Construction Co., and Rogers Construction, Inc., Oregon corporations, as principals and the Travelers Indemnity Company, a Connecticut corporation, and the Great American Insurance Company, a New York corporation, as co-sureties for the work of grading, paving, structures, signing and alumination at the Richland Interchange-South Baker Interchange Section of the Old Oregon Trail, in Baker County, being Contract No. 7539.

DATED March 1, 1973.

TRI-M ERECTORS, INC.

By
W. J. Thomas Ferguson
Attorney and Agent

Agent's address:
Ferguson & Burdell
929 Logan Building
Seattle, Washington 98101

Tri-M Erectors, Inc. address:
22650 85th Place South
Kent, Washington

RE[illegible]
MAR [illegible] 1973
OREGON
STATE HIGHWAY COMMISSION

APPLICATION AND AFFIDAVIT
FOR COPY OF CONTRACT AND BOND

TO: The State of Oregon

AND TO: Department of Highways
State Highway Building
Salem, Oregon 97310

Re: Oregon State Highway Project No. 7681;
United Pacific Railway Undercrossing,
LaGrand Section of Old Oregon Trail

Gentlemen:

Pursuant to ORS 279.512 and 279.515, Tri-M Erectors, Inc. hereby applies for a certified copy of the contract and bond for and in connection with the public improvement described above, and furnishes the sub-joined affidavit. ✓

TRI-M ERECTORS, INC.

By
Ferguson & Burdell, their
Agents
929 Logan Building
Seattle, Washington 98101

STATE OF WASHINGTON)
)ss.
County of King)

W. J. THOMAS FERGUSON, being first sworn says: I am the agent for the purposes of making this application and affidavit of Tri-M Erectors, Inc., and of one of the attorneys of the above-named law firm. Tri-M Erectors, Inc. has performed under a subcontract providing labor and materials for the prosecution of the work involved in the construction, alteration or repair of the above-described public improvement. The applicant has a claim on account of non-payment for its per-

NOTED
C. W. HEAD

formance, and seeks certified copies of the contract and bond in connection therewith.

W. J. Thomas Ferguson

SUBSCRIBED AND SWORN to before me this 7 day of March, 1973.

Barbara B Moody
Notary Public in and for the
state of Washington, residing
at Seattle.

RECEIVED
MAR 8 - 1973
OREGON
STATE HIGHWAY COMMISSION

S

RECEIVED
JAN 19 1973
FOR FILING

FORM E-30

RECEIVED
STATE HWY ENGR
JAN 17 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7539

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

January 15, 1973
Salem, OR 97310

SUBJECT: Additional Power Pole Conflict
California-Pacific Utility Co.
Baldock Slough-Richland Int. Sec.
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(28)284

To:
?
G. L. Green
Division Engineer
Federal Highway Administration

Attached are two copies of the following data pertaining to this project:

1. A copy of the bill which also serves as a detailed estimate of cost to adjust subject power pole.
2. A sketch map showing the location of the pole.

Certifications for the Company's rights for the land occupied by this pole have been previously submitted.

It was not discovered until late in the construction that this pole would require adjusting, therefore, it was not included on our original list of conflicts to the Company.

Your letter dated May 12, 1971, approved the State's share of the total cost to relocate Cal-Pac's distribution facilities on this project be 31.95%. The Company agreed to include the pole in that work at the same division of cost.

Although this additional work will not increase the total estimate by 10%, it has been submitted separately, therefore we request your approval of the attached bill. The State's share is $191.77.

Phil G. Preston
Utility Special Studies Engineer

PGP:jly
Attach.

cc: ~~F. B.~~ Klaboe
R. N. Chase
V. E. Gallagher

[illegible]
FOR FIL[illegible]

7539

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: January 12, 1973

In reply refer to: 10-35-DA

RECEIVED
STATE HWY ENGR
JAN 17 '73
REFER TO
FOR
Info | Inves | R/D | O/R | Sign | Act | File

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : Mr. G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Richland Interchange - South Baker Interchange
Old Oregon Trail Highway
Oregon Project I-80N-7(34)301
State Force Order No. 4
Total Estimated Amount of the Order - $5,000.00
Federal Participation - $4,500.00

Reference is made to Mr. Young's letter of December 26, concerning the subject order.

The use of State Forces to install State furnished temporary signing is approved as being in the public interest under the provision of PPM 21-6.2 for the following reasons:

1. This project is one of four projects under which I-80N was being constructed on new alignment from North Power to South of Baker, (21.3) miles). The other three projects were completed so they could be opened to the public. This project was completed except for the signing so it could also be opened to the public.

2. It is impracticable to open the other three projects to traffic if this project is not opened to traffic.

3. It was decided to open all the projects to traffic as soon as possible so the traffic would be removed from a low standard 2 lane road between the termini points which can be hazardous during the winter months.

4. The Contractor was unable to furnish contract signs before the project was temporarily opened to traffic.

Signing to be performed should be in conformance with the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Orig to
Young
1-18-73

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Federal participation will be based on actual cost of signing less salvage value.

Enclosure
State Force Order No. 4

APPROVED EFFECTIVE DATE 11-30-72
Contingent upon modification of project agreement if additional funds are ied

Form A-103 (Rev. 8-70)

STATE COPY 1 P

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

FEDERAL HIGHWAY ADMINISTRATION

Contract No.

Order No. 1-12473

Date December 5, 1972

Section Richland Interchange-S. Baker Interchange

F.A.P. No. I-80N-7(34)301

Highway Old Oregon Trail

Prefix 601-1074 Account No. 274-04

County Baker

Description of Work To Be Done:

Install Temporary Signs

Location by Station Numbers:

Throughout Project

Estimate of Quantities and Costs:

Materials:

Signs	780 Sq. Ft. at $4.50/sq. ft. =	$3,510.00
Sign Posts	704 lf at $1.20/lf =	844.80
Misc. Hardware	Lump Sum =	45.20

Equipment & Labor:

State Sign Crew 5 days at $120.00/day =		600.00
	Total	$5,000.00

Explanation:
The temporary signing is neccessary for control of traffic and the safety of the traveling public. It is neccessary for the state to install these signs because the contract signs have not been furnished & installed yet, and the state has elected to open this section of highway to traffic.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$6,156,924.75
Present estimate of project cost, including $5,000.00 for work under this order	$6,380,295.20
Expected ~~under-run~~ over-run (amount)	$223,370.45
Expected ~~under-run~~ over-run (per cent)	3.6%

Space to right of this line is for use of Salem Office

Submitted by: E.L. Scrivner
Resident Engineer

Approval Recommended: Vernon E. Schwarz
Regional Engineer

Approval Recommended: For: Construction Engineer or ~~Bridge Engineer~~

Approved

Approved: Asst. State Hwy. Engr. ~~Construction Engineer~~

OK

RECEIVED
JAN 16 1973
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: January 11, 1973

In reply refer to: 10-35-DA

RECEIVED
STATE HWY ENGR
JAN 15 '73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7539

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : G. L. Green, Division Engineer
Salem, Oregon

Malach

SUBJECT: Richland Interchange - S. Baker Interchange
Old Oregon Trail Highway
Oregon Project I-80N-7(34)301
State Force Order No. 5
Total estimated cost - $1,500.00
Federal Participation - $1,350.00

Reference is made to Mr. Young's letter of December 27, concerning the subject order.

The use of State Forces to remove barricades, barricade lights and other miscellaneous work necessary to open the highway to traffic is approved as being in the public interest under the provision of PPM 21-6.2 for the following reasons.

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically and expeditiously.

Federal participation will be based on the actual cost of the work less the salvage value of the material. The estimated total costs of the work to be done under this order is $1,500.00 with Federal participation of $1,350.00.

Enclosure
State Force Order No. 5

To Young
1/15/73

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

ASST. STATE HWY. ENGR.

5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7539

Salem, Oregon
January 3, 1973

SUBJECT: Assignment 667
Extra Work Order No. 9
Richland Interchange-South Baker
Interchange Section
I-80N
Contract No. 7539

To: A. E. Johnson
Assistant State Highway Engineer

FROM: John A. Bond

John A. Bond
Construction Administration Engineer

We are still working on compiling and analyzing the test data to arrive at a basis for further discussion with FHWA. Our work has led to the necessity to go over some of the figures with the field people. John Walker has all the data with him on his trip to Eastern Oregon this week.

I have discussed the progress briefly with Area Engineer Nichols and he has agreed to a meeting to go over the subbase testing information soon. Hopefully, at this meeting we will be able to convince him to modify his position. We will then advise you further.

NOTED
A. E. JOHNSON

JAB:fw

RECEIVED
JAN 4 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

SP*82475-734

RECEIVED
JAN [illegible] - 1972
FOR FILING

7539

January 2, 1973

Ferguson and Burdell
Law Offices
929 Logan Building
Seattle, Washington 98101

Gentlemen:

As requested in your application and affidavit, attached is a certified copy of Contract No. 7539 with Ray Kiser, Ray Kiser Constr. Co., and Rogers Constr., Inc., for work on the Richland Interchange-South Baker Interchange Section of the Old Oregon Trail.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

Fran-Kathi

APPLICATION AND AFFIDAVIT FOR COPY OF CONTRACT AND BOND

TO: The State of Oregon

AND TO: Department of Highways
State Highway Building
Salem, Oregon 97310

Re: Oregon State Highway Project No. 7539;
Baker County, Richland and South Baker
Interchanges

Gentlemen:

Pursuant to ORS 279.512 and 279.515, Tri-M Erectors, Inc. hereby applies for a certified copy of the public contract and bond for and in connection with the public improvement described above, and furnishes the sub-joined affidavit.

TRI-M ERECTORS, INC.

By
Ferguson & Burdell, their
agents
929 Logan Building
Seattle, Washington 98101

STATE OF WASHINGTON)
)ss.
County of King)

W. J. THOMAS FERGUSON, being first sworn says: I am the agent for the purposes of making this application and affidavit of Tri-M Erectors, Inc., and of one of the attorneys of the above-named law firm. Tri-M Erectors, Inc. has performed under a subcontract providing labor and materials for the prosecution of the work involved in the construction, alteration or repair of the above-described public improvement. The applicant has a claim on account of non-payment for its performance, and seeks certified copies of the contract and bond in connection therewith.

W. J. Thomas Ferguson

W. J. Thomas Ferguson

SUBSCRIBED AND SWORN to before me this 28 day of December, 1972.

Barbara B. Moody

Notary Public in and for the
State of Washington, residing
at Seattle.

RECEIVED
DEC 29 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
JAN 2 1972
FOR FILING

7539

Salem, Oregon
December 29, 1972

Assignment 667
Extra Work Order No. 9
Richland Interch.-S. Baker Interch.
I-80N
Contract 7539

C. T. Keasey
Construction Engineer

On November 2 the Federal Highway Administration indicated they would not participate in approximately 26,000 tons of subbase aggregate placed on the subject project. You were to appeal this decision to them with a possibility of penalty reduction but not a full nonparticipation.

What is the status of your efforts?

A. E. Johnson
Assistant State Highway Engineer

AEJ:ja

Attachment

5

RECEIVED
OCT 17 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

7539
HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 16, 1972

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-80N-7(34)401

FROM ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7539, Extra Work Order No. 9

Project Richland Interchange - S. Baker Interchange

Highway Old Oregon Trail

County Baker

This order covers the cost of lime treating a portion of the aggregate subbase to increase the sand equivalent value and the "R" value of the material. The addition of lime to this material is necessary to meet the design requirements.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval subject to review of the test results on the material by the Federal Highway Administration Area Engineer on July 19, 1972.

Your approval as of July 19, 1972 is requested.

Attach.

BMW:pr

Form [illegible] (Rev. 11-70)

STATE COPY G-IN

OREGON STATE HIGHWAY DIVISION

Walach

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Richland Interchange- S. Baker Inch.	Date	11-2-72 August 24, 1972
Highway	Old Oregon Trail	Contract No.	7539
County	Baker	Prefix	601-1074
Contractor	Ray Kizer & Ray Kizer Const & Rogers Const. Co.	F. A. Project No.	I-80N-7(34)~~331~~ 401
Address	P.O. Box 16537 Portland, Oregon 97216	Order No.	Nine

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Lime treat aggregate subbase to bring the "R" value to a value that will meet our design "R" value.

Location by station numbers:

WB 2090 to 2210 AH., WB 2260 AH. to 119+65 AH.
EB 2225BK to 2210 AH.

Estimate of quantities and cost:

Labor(Including profit)	15,726.00
Equipment(Including Profit)	26,211.00
Material(Including Profit)	45,013.00
Total	$86,950.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The work to be done is outside the scope of the contract and is neccessary to make the aggregate subbase meet the requirements of our base design.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$6,156,924.75
Present estimate of project cost, including $86,950.00 for work under this order	$6,368,430.78
Expected ~~under-run~~ over-run amount	$211,506.03
Expected ~~under-run~~ over-run per cent	3.4%

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: Regional Engineer
CONTR

Approved: Approved Asst. State Hwy. Engr. ~~Construction Engineer~~

DEC 27 1972

OREGON STATE
HIGHWAY DIVISION

7539

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE December 27, 1972

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-80N-7(34)301

FROM ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7539 State Force No. 5

Project Richland Interchange - S. Baker Interchange

Highway Old Oregon Trail

County Baker

The order covers removal of barricades, barricade lights and other miscellaneous work necessary to open the highway to traffic. Plans indicated this work was to be performed by others. The State has the necessary special equipment and trained personnel to perform this work most economically and expeditiously.

The salvage value of the materials that are being removed will be determined at a later date and an appropriate credit will be made to the project.

This work conforms to the requirements of PPM 21-6.2 as required for Federal participation. The estimated total cost of work to be done under this order is $1,500 with Federal participation of $1,350. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration District Engineer on December 12, 1972.

Your approval as of December 12, 1972 is requested.

Attach.

JK:dgk

RECEIVED
DEC 27 1

FOR FILM

OREGON STATE
HIGHWAY DIVISION

7539

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE December 26, 1972

TO G. L. Green, Division Engineer
~~[illegible]~~
Federal Highway Administration

Federal-aid Project
No. I-80N-7(34)301

FROM ORIGINAL SIGNED
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7539 State Force Order No. 4

Project Richland Intchge. - S. Baker Intchge.

Highway Old Oregon Trail

County Baker

The order covers State Forces furnishing and installing temporary signs to direct traffic through the project until permanent signs are obtained and installed by the contractor. Temporary signing will allow the project to be opened to traffic approximately 4 months early.

This work conforms to the requirements of PPM 21-6.2 as required for Federal participation. The estimated total cost of work to be done under this Order is $5,000 with Federal participation of $4,500. Reimbursement on an actual cost basis is requested.

The salvage value of the materials used will be determined when the work has been completed and an appropriate credit will be made to the project.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on November 30, 1972.

Your approval as of November 30, 1972 is requested.

Attach.

JK:dgk

S

RECEIVED
[illegible] 1972

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7539

DATE November 28, 1972

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-80N-7(34)301

FROM

ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7539 Extra Work Order No. 13

Project Richland Intchge. - S. Baker Intchge.

Highway Old Oregon Trail

County Baker

The order covers the installation of four access holes with covers in the abutment walls of spans 1 and 3 on Bridges #9515 and 9515A. Access holes are necessary for future bridge inspections and to facilitate stripping "T" beams.

Attached are copies of letters from the Regional Engineer and the Resident Bridge Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on March 10, 1972.

Your approval as of March 10, 1972 is requested.

Attach.

JK:dak

OREGON STATE
HIGHWAY DIVISION

7539

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 27, 1972

TO G. L. Green, Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-80N-7(34)301

FROM ORIGINAL SIGNED BY
R. D. ASBURRY

L. N. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7539 Extra Work Order No. 14

Project Richland Interchange - S. Baker Interchange

Highway Old Oregon Trail

County Baker

This order covers the cost of removing the sloped end section from an existing culvert pipe and extending the pipe an additional 26 feet. Extension of this pipe will allow the fill slopes from station "EB" 2206+50 Ahd. to be flattened from a 4:1 slope to a 6:1. The flattening of the slope will allow the elimination of approximately 150 feet of guard rail resulting in a savings of approximately $500.00 in construction costs.

Copies of the engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer November 14, 1972.

Your approval as of November 14, 1972 is requested.

Attach.

BMW:dck

5

Claim 4734

FILED
NOV 28 1972
CLAY MYERS
SECRETARY OF STATE

RE[illegible]VED
[illegible] '72
[illegible]RS
[illegible]STATE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7539

November 27, 1972

NOTED ON CARD
11-29-72 KS

Lazy K Enterprises
2630 Auburn Street
Baker, Oregon 97814

Gentlemen:

This is to acknowledge receipt of your letter of November 13, 1972, with attached invoices stating that Gilliland Construction Company owes you $933.57 in connection with his work on the Campbell Street Bridge Project in Baker.

This appears to be in reference to the Ray Kiser, Ray Kiser Construction Company and Rogers Construction, Inc., Contract No. 7539 for work on the Richland Interchange-South Baker Interchange Section of the Old Oregon Trail in Baker County.

The Travelers Indemnity Company, 700 Main Street, Hartford, Connecticut 06108 and The Great American Insurance Company, Pacific NW Regional Office, 2030 Ninth Avenue, Seattle, Washington 98121 furnished the performance bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
NOV [illegible]
OREGON
STATE HIGHWAY COMMISSION

CWH:ks

cc The Travelers Indemnity Company
The Great American Insurance Company
Ray Kiser, Ray Kiser Construction Co., &
Rogers Construction, Inc.

bc Hon. Clay Myers - Please acknowledge receipt of attached claim ✓
on the enclosed copy of this letter.

NOTED
C. W. HEAD

2630 Auburn Street
Baker, Oregon (97814)
November 15, 1972

Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Query:

We wish to file claim against Gilliland Construction Company, P.O.Box 65, Dexter, Oregon, in the amount of $933.57, supported by the attached work orders and accrued late charges. Gilliland was the contractor on the Campbell Street bridge project in Baker, Oregon.

A payment of $1500.00 was made July 25, 1972, leaving a balance due of $579.50. Additional work done during August increased the account to $945.72. On September 19, 1972, we called Gilliland*s office at Dexxter requesting payment. They advised they planned to pay in full by September 29. On September 25, 1972, we received a check for $25.95. We again called on October 25; they advised we should have payment by November 6 - if not to call back. We called November 7 and were told they would try to pay some by the end of the week. To date payment has not been received.

We will appreciate any help and/or assistance you are able to provide.

Sincerely,

LAZY K ENTERPRISES
Ruth A. Kelso
Ruth A. Kelso (Mrs.)
Office Manager

Enclosures - 13

cc: Gilliland Construction Co.

RECEIVED
NOV 16 1972
OREGON
STATE HIGHWAY COMMISSION

OTED
C. W. HEAD

18.95
7.00
2.50
2.50
1.908.36
90.81
39.38
10.00
1.500.00 -
33.95
92.78
113.56
121.93
4.00
25.95 -
fin chg 13.80
933.57 *

COMPLETE TRUCK, TRACTOR & AUTOMOTIVE REPAIR
— WELDING —

SALES FOR NEW & USED STEEL

LAZY K ENTERPRISES

24 HOUR WRECKER SERVICE

2630 AUBURN AVE. - BAKER, OREGON 97814
DON KELSO — Bus. 523-4224 - RES. 523-4192

№ 1276

REPAIR ORDER

NAME [illegible] Const.
DATE 7-1-71
ADDRESS PO Box 65 Dexter Or.
MAKE
TYPE OR MODEL
YEAR
RECEIVED A.M. P.M.
SERIAL NO.
ENGINE NO.
PROMISED A.M. P.M.
SPEEDOMETER
LICENSE NO.
TERMS
PHONE WHEN READY YES ☐ NO ☐
ORDER WRITTEN BY
PHONE

OSS	ISJ	LABOR CHARGE
Lubrication ○		
Change Oil ○		
Change Oil Filter Cart. ○		
Change Trans. ○		
Change Diff. ○		
Pack Front Wheel Brgs. ○		
Adjust Brakes ○		
X Tires ○		
Wash ○		
Polish ○		

OPER. NO.	INSTRUCTIONS	
	Remove Head Bolt & install insert for plug	15 00
DM		

RECEIVED
NOV 1 [illegible]
OREGON
STATE HIGHWAY COMMISSION

AL USED PTION	PRICE	
	35	70
	25	25

OUTSIDE REPAIRS

BROUGHT FORWARD

TOTAL PARTS

QUAN.	ACCESSORY NO.	ACCESSORIES	PRICE

TOTAL ACCESSORIES

I hereby authorize the above repair work to be done along with the necessary material, and hereby grant you and/or your employees permission to operate the car or truck herein described on streets, highways or elsewhere for the purpose of testing and/or inspection. An express mechanic's lien is hereby acknowledged on above car or truck to secure the amount of repairs thereto.

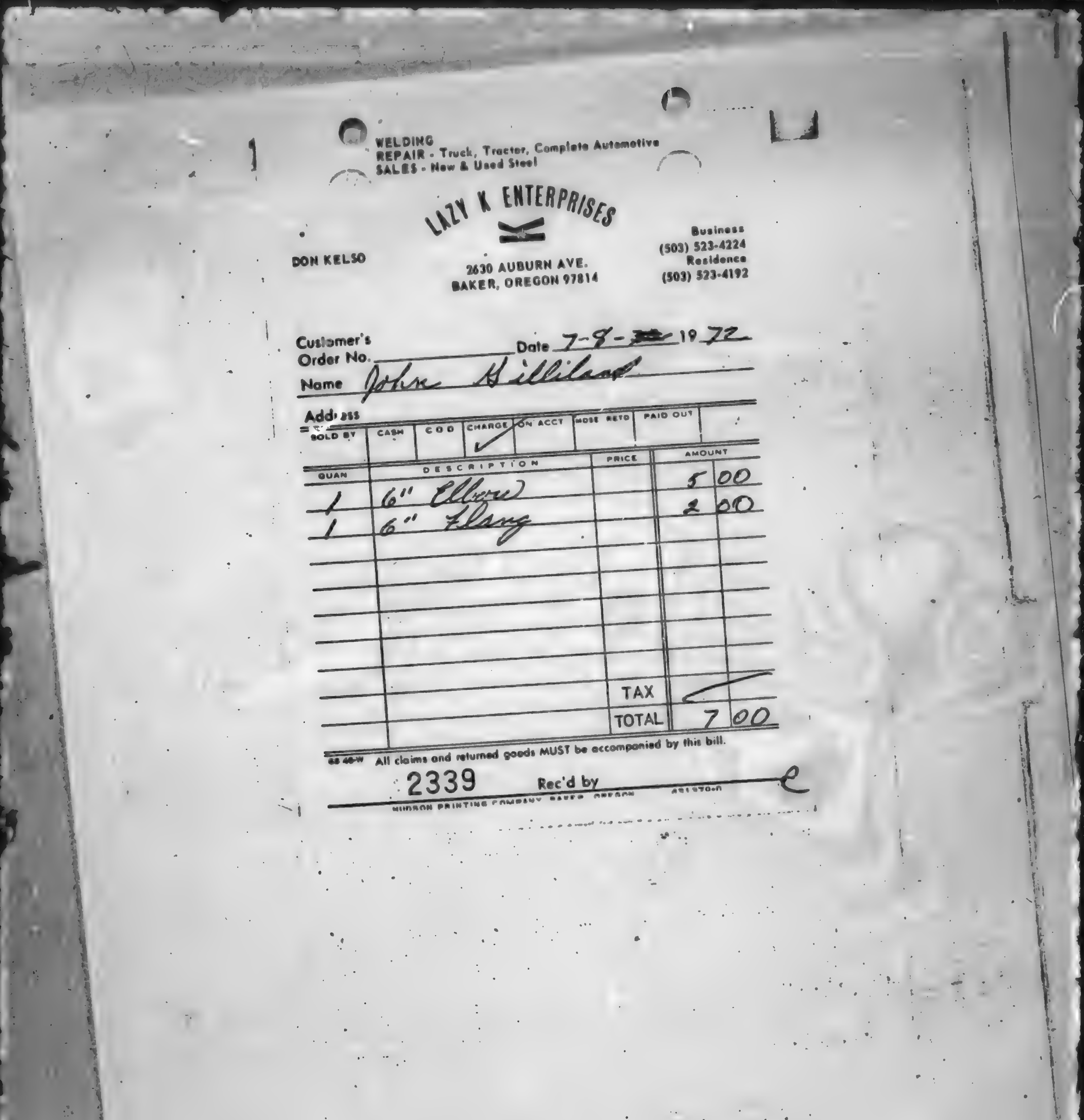
X [illegible]

NOT RESPONSIBLE FOR LOSS OR DAMAGE TO CARS OR ARTICLES LEFT IN CARS IN CASE OF FIRE, THEFT OR ANY OTHER CAUSE BEYOND OUR CONTROL.

	GAS, OIL & GREASE	PRICE
	GALS. GAS @	
	QTS. OIL @	
	LBS. GREASE @	
	TOTAL, GAS, OIL & GREASE	

TOTAL LABOR	15 00
TOTAL PARTS	~~4~~ 95
ACCESSORIES	
GAS, OIL & GREASE	
OUTSIDE REPAIRS	
TAX	
TOTAL AMOUNT	15 95

A



WELDING
REPAIR - Truck, Tractor, Complete Automotive
SALES - New & Used Steel

LAZY K ENTERPRISES

DON KELSO

2630 AUBURN AVE.
BAKER, OREGON 97814

Business
(503) 523-4224
Residence
(503) 523-4192

Customer's Order No. ______ Date 7-8- 19 72

Name John Gilliland

Address

SOLD BY	CASH	C O D	CHARGE	ON ACCT	MDSE RETD	PAID OUT
			✓			

QUAN	DESCRIPTION	PRICE	AMOUNT
1	6" Elbow		5 00
1	6" Flang		2 00
		TAX	
		TOTAL	7 00

All claims and returned goods MUST be accompanied by this bill.

2339 Rec'd by

HUDSON PRINTING COMPANY BAKER OREGON

WELDING
REPAIR - Truck, Tractor, Complete Automotive
SALES - New & Used Steel

LAZY K ENTERPRISES

DON KELSO

2630 AUBURN AVE.
BAKER, OREGON 97814

Business
(503) 523-4224
Residence
(503) 523-4192

Customer's Order No. ____________ Date 7-14 1972

Name John Gilliland

Address P.O Box 65 Dexter, Ore.

SOLD BY	CASH	C O D	CHARGE	ON ACCT	MDSE RET'D	PAID OUT	
			✓				15 min Larry

QUAN	DESCRIPTION	PRICE	AMOUNT	
	Solder fittings		2	50
	Mike [illegible]			
		TAX		
		TOTAL	2	50

60 46-W All claims and returned goods MUST be accompanied by this bill. L

2406 Rec'd by ____________ R

HUDSON PRINTING COMPANY, BAKER, OREGON 431379-0

WELDING
REPAIR - Truck, Tractor, Complete Automotive
SALES - New & Used Steel

LAZY K ENTERPRISES

DON KELSO

2630 AUBURN AVE.
BAKER, OREGON 97814

Business
(503) 523-4224
Residence
(503) 523-4192

Customer's Order No. ______ Date 7-16 1972

Name John Gilliland

Address Const.

SOLD BY	CASH	C O D	CHARGE	ON ACCT	MDSE RET'D	PAID OUT

QUAN	DESCRIPTION	PRICE	AMOUNT
	Solter fittings		$2 50
		TAX	
		TOTAL	$2 50

65 40-W All claims and returned goods MUST be accompanied by this bill.

2417 Rec'd by ______ R.

HUDSON PRINTING COMPANY BAKER OREGON [illegible]

COMPLETE TRUCK, TRACTOR & AUTOMOTIVE REPAIR
— WELDING —

SALES FOR NEW & USED STEEL

LAZY K ENTERPRISES

24 HOUR WRECKER SERVICE

2630 AUBURN AVE. - BAKER, OREGON 97814
DON KELSO — Bus. 523-4224 - RES. 523-4192

№ 1501 1342

REPAIR ORDER

NAME John Gilliland
ADDRESS Dexter Ord.
DATE 7-17-72
MAKE Auto Car
TYPE OR MODEL Cummins 280
YEAR
SERIAL NO.
ENGINE NO.
SPEEDOMETER
LICENSE NO. T 303019 Ore.
TERMS
ORDER WRITTEN BY
RECEIVED A.M. P.M.
PROMISED A.M. P.M.
PHONE WHEN READY YES ☐ NO ☐
PHONE

DSS	ISJ	LABOR CHARGE
Lubrication ○		
Change Oil ○		
Change Oil Filter Cart. ○		
Change Trans. ○		
Change Diff. ○		
Pack Front Wheel Brgs. ○		
Adjust Brakes ○		
X Tires ○		
Wash ○		
Polish ○		

MATERIAL USED

QUAN.	PART NO.	DESCRIPTION	PRICE	
1	268470	Crankshaft		770 00
1	AR7110	main set		67 13
		Locks		1 25
14	4427			
12	203660	Rod Liner		37 00
12	200861	Washer		79
1	AR6764	Gasket		68 82
1	142804	Gear		55 00
1	109072	Gear		125 57
1	121933	Gear		52 76
1	AR6693	Cy Kit		66 20
1	85835A	Drum		76 20
1		Clevis pin		60
2		Comp. Alum seal	1 50	3 00
1		~~fuel~~ air Filter		4 90
				1325 18
		• OUTSIDE REPAIRS		~~20 77~~ 27 48
		Freight		
		Phone		3 20
				~~[illegible]~~
				~~23 97~~
				~~[illegible]~~
				30 68
		BROUGHT FORWARD		
		TOTAL PARTS		

QUAN.	ACCESSORY NO.	ACCESSORIES	PRICE	
		Misc Bolts ii		12 00
		TOTAL ACCESSORIES		

OPER. NO.	INSTRUCTIONS	
	Check engine for noise Vibration	
	O Repair Replace Crank Bearings	450 00
	O Gears	
	Train Back Drum Reset Lifts.	
	Wheel	
	Remove O Band Brake Drum	80 00
	Repair & Rear Brake Cam O	
	Clevis Rod	
	Hook up Brownie Rod	
		530 00

I hereby authorize the above repair work to be done along with the necessary material, and hereby grant you and/or your employees permission to operate the car or truck herein described on streets, highways or elsewhere for the purpose of testing and/or inspection. An express mechanic's lien is hereby acknowledged on above car or truck to secure the amount of repairs thereto.

X

NOT RESPONSIBLE FOR LOSS OR DAMAGE TO CARS OR ARTICLES LEFT IN CARS IN CASE OF FIRE, THEFT OR ANY OTHER CAUSE BEYOND OUR CONTROL.

GAS, OIL & GREASE	PRICE		
GALS. GAS @			
7 Gal OIL @ oil	$1 50	$10 50	
LBS. GREASE @			
TOTAL, GAS, OIL & GREASE			

TOTAL LABOR	530 00
TOTAL PARTS	1325 18
ACCESSORIES	12 00
GAS, OIL & GREASE	10 50
OUTSIDE REPAIRS	~~[illegible]~~ 30 68
TOTAL AMOUNT	~~[illegible]~~ 1908 36

COMPLETE TRUCK, TRACTOR & AUTOMOTIVE REPAIR
— WELDING —

SALES FOR NEW & USED STEEL

LAZY K ENTERPRISES

24 HOUR WRECKER SERVICE

2630 AUBURN AVE. - BAKER, OREGON 97814
DON KELSO — Bus. 523-4224 - RES. 523-4192

№ 1373
REPAIR ORDER

NAME John Gilliland Const.
DATE 7-23-72
ADDRESS Dexter Ore.
MAKE Loader starter
TYPE OR MODEL
YEAR
RECEIVED A.M. P.M.
PROMISED A.M. P.M.
SERIAL NO.
ENGINE NO.
SPEEDOMETER
LICENSE NO.
TERMS
PHONE WHEN READY YES ☐ NO ☐
ORDER WRITTEN BY
PHONE

DSS	ISJ		LABOR CHARGE
Lubrication	○		
Change Oil	○		
Change Oil Filter Cart.	○		
Change Trans.	○		
Change Diff.	○		
Pack Front Wheel Brgs.	○		
Adjust Brakes	○		
X Tires	○		
Wash	○		
Polish	○		

OPER. NO.	INSTRUCTIONS		
Jim			
	replace fields in starter		
	Labor	40	00
	Sunday overtime	20	00
	Chg.		

MATERIAL USED

QUAN.	PART NO.	DESCRIPTION	PRICE			
1	D4818	Field St.			23	35
2	Brush holders			50	1	00
2	1 7/16 Dish soft Plugs			30		60

OUTSIDE REPAIRS

Phone call	1	26
Freight	2	15
Messinger	2	45
BROUGHT FORWARD		
TOTAL PARTS	30	81

QUAN.	ACCESSORY NO.	ACCESSORIES	PRICE
		TOTAL ACCESSORIES	

I hereby authorize the above repair work to be done along with the necessary material, and hereby grant you and/or your employees permission to operate the car or truck herein described on streets, highways or elsewhere for the purpose of testing and/or inspection. An express mechanic's lien is hereby acknowledged on above car or truck to secure the amount of repairs thereto.

X

NOT RESPONSIBLE FOR LOSS OR DAMAGE TO CARS OR ARTICLES LEFT IN CARS IN CASE OF FIRE, THEFT OR ANY OTHER CAUSE BEYOND OUR CONTROL.

GAS, OIL & GREASE	PRICE
GALS. GAS @	
QTS. OIL @	
LBS. GREASE @	
TOTAL, GAS, OIL & GREASE	

TOTAL LABOR	60	00
TOTAL PARTS	30	51
ACCESSORIES		
GAS, OIL & GREASE		
OUTSIDE REPAIRS		
TAX		
TOTAL AMOUNT	90	81

COMPLETE TRUCK, TRACTOR & AUTOMOTIVE REPAIR
— WELDING —

SALES FOR NEW & USED STEEL

LAZY K ENTERPRISES

24 HOUR WRECKER SERVICE

2630 AUBURN AVE. - BAKER, OREGON 97814
DON KELSO — Bus. 523-4224 - RES. 523-4192

№ 1374

REPAIR ORDER

NAME John Milliland
DATE 7-24-72
ADDRESS Dexter
MAKE autocar
TYPE OR MODEL truck
YEAR
RECEIVED A.M. P.M.
SERIAL NO.
ENGINE NO.
PROMISED A.M. P.M.
SPEEDOMETER
LICENSE NO. T30 3019 ore.
TERMS chg.
ORDER WRITTEN BY
PHONE WHEN READY YES ☐ NO ☐
PHONE

DSS	ISJ	LABOR CHARGE
Lubrication ○		
Change Oil ○		
Change Oil Filter Cart. ○		
Change Trans. ○		
Change Diff. ○		
Pack Front Wheel Brgs. ○		
Adjust Brakes ○		
X Tires ○		
Wash ○		
Polish ○		

OPER. NO.	INSTRUCTIONS	
Kenny	Fix Generator	
	rewire to regulator	
	labor	30 00

MATERIAL USED

QUAN.	PART NO.	DESCRIPTION	PRICE	
2	D-719	Brushes	2 54	5 08
8	9952	terminal ends	25	2 00
9'	10 gauge wire		10	90
18'	14 "	"	10	1 40

OUTSIDE REPAIRS

BROUGHT FORWARD	
TOTAL PARTS	9 35

QUAN.	ACCESSORY NO.	ACCESSORIES	PRICE
		TOTAL ACCESSORIES	

I hereby authorize the above repair work to be done along with the necessary material, and hereby grant you and/or your employees permission to operate the car or truck herein described on streets, highways or elsewhere for the purpose of testing and/or inspection. An express mechanic's lien is hereby acknowledged on above car or truck to secure the amount of repairs thereto.

X

NOT RESPONSIBLE FOR LOSS OR DAMAGE TO CARS OR ARTICLES LEFT IN CARS IN CASE OF FIRE, THEFT OR ANY OTHER CAUSE BEYOND OUR CONTROL.

GAS, OIL & GREASE	PRICE
GALS. GAS @	
QTS. OIL @	
LBS. GREASE @	
TOTAL GAS, OIL & GREASE	

TOTAL LABOR	30 00
TOTAL PARTS	9 38
ACCESSORIES	
GAS, OIL & GREASE	
OUTSIDE REPAIRS	
TAX	
TOTAL AMOUNT	39 38

COMPLETE TRUCK, TRACTOR & AUTOMOTIVE REPAIR
— WELDING —

SALES FOR NEW & USED STEEL

LAZY K ENTERPRISES

24 HOUR WRECKER SERVICE

2630 AUBURN AVE. - BAKER, OREGON 97814
DON KELSO — Bus. 523-4224 - RES. 523-4192

№ 1375
REPAIR ORDER

NAME John Gilliland
DATE 7-24-72
ADDRESS
MAKE Loader
TYPE OR MODEL
YEAR
RECEIVED A.M. P.M.
SERIAL NO.
ENGINE NO.
PROMISED A.M. P.M.
SPEEDOMETER
LICENSE NO.
TERMS Chg.
ORDER WRITTEN BY
PHONE WHEN READY YES ☐ NO ☐
PHONE

DSS	ISJ	LABOR CHARGE
Lubrication ○		
Change Oil ○		
Change Oil Filter Cart. ○		
Change Trans. ○		
Change Diff. ○		
Pack Front Wheel Brgs. ○		
Adjust Brakes ○		
X Tires ○		
Wash ○		
Polish ○		

OPER. NO.	INSTRUCTIONS	LABOR CHARGE
DM	Start Loader	
	Service call	5 00
	Labor	5 00

MATERIAL USED			
QUAN.	PART NO.	DESCRIPTION	PRICE
		OUTSIDE REPAIRS	
		BROUGHT FORWARD	
		TOTAL PARTS	

QUAN.	ACCESSORY NO.	ACCESSORIES	PRICE
		TOTAL ACCESSORIES	

I hereby authorize the above repair work to be done along with the necessary material, and hereby grant you and/or your employees permission to operate the car or truck herein described on streets, highways or elsewhere for the purpose of testing and/or inspection. An express mechanic's lien is hereby acknowledged on above car or truck to secure the amount of repairs thereto.

X

NOT RESPONSIBLE FOR LOSS OR DAMAGE TO CARS OR ARTICLES LEFT IN CARS IN CASE OF FIRE, THEFT OR ANY OTHER CAUSE BEYOND OUR CONTROL.

GAS, OIL & GREASE	PRICE
GALS. GAS @	
QTS. OIL @	
LBS. GREASE @	
TOTAL GAS, OIL & GREASE	

TOTAL LABOR	10 00
TOTAL PARTS	
ACCESSORIES	
GAS, OIL & GREASE	
OUTSIDE REPAIRS	
TAX	
TOTAL AMOUNT	10 00

COMPLETE TRUCK, TRACTOR & AUTOMOTIVE REPAIR
— WELDING —

SALES FOR NEW & USED STEEL

LAZY K ENTERPRISES

24 HOUR WRECKER SERVICE

2630 AUBURN AVE. - BAKER, OREGON 97814
DON KELSO — Bus. 523-4224 - RES. 523-4192

Nº 1389
REPAIR ORDER

NAME John Gilliland
DATE 7-27-72
ADDRESS Dexter Oregon
MAKE Dodge
TYPE OR MODEL 4x4
YEAR 1971
RECEIVED A.M. P.M.
SERIAL NO.
ENGINE NO.
PROMISED A.M. P.M.
SPEEDOMETER
LICENSE NO. AEN 931 ore.
TERMS Chg.
PHONE WHEN READY YES ☐ NO ☐
ORDER WRITTEN BY Ken
PHONE

DSS	ISJ	LABOR CHARGE
Lubrication ○		
Change Oil ○		
Change Oil Filter Cart. ○		
Change Trans. ○		
Change Diff. ○		
Pack Front Wheel Brgs. ○		
Adjust Brakes ○		
X Tires ○		
Wash ○		
Polish ○		

OPER. NO.	INSTRUCTIONS	LABOR CHARGE
Jr	tune-up	
	Labor	15 00

MATERIAL USED

QUAN.	PART NO.	DESCRIPTION	PRICE	
1	ch14xU	Points		3 40 ~~[illegible]~~
1	AL118X	Condenser		1 76
8	445 AC	Plugs	1 35	10 80

OUTSIDE REPAIRS

BROUGHT FORWARD

TOTAL PARTS 15 95

QUAN.	ACCESSORY NO.	ACCESSORIES	PRICE

TOTAL ACCESSORIES

I hereby authorize the above repair work to be done along with the necessary material, and hereby grant you and/or your employees permission to operate the car or truck herein described on streets, highways or elsewhere for the purpose of testing and/or inspection. An express mechanic's lien is hereby acknowledged on above car or truck to secure the amount of repairs thereto.

X

NOT RESPONSIBLE FOR LOSS OR DAMAGE TO CARS OR ARTICLES LEFT IN CARS IN CASE OF FIRE, THEFT OR ANY OTHER CAUSE BEYOND OUR CONTROL.

GAS, OIL & GREASE	PRICE
GALS. GAS @	
QTS. OIL @	
LBS. GREASE @	
TOTAL, GAS, OIL & GREASE	

TOTAL LABOR	15 00
TOTAL PARTS	15 95
ACCESSORIES	
GAS, OIL & GREASE	
OUTSIDE REPAIRS	
TAX	
TOTAL AMOUNT	33 95

COMPLETE TRUCK, TRACTOR & AUTOMOTIVE REPAIR
— WELDING —

SALES FOR NEW & USED STEEL

LAZY K ENTERPRISES

24 HOUR WRECKER SERVICE

2630 AUBURN AVE. - BAKER, OREGON 97814
DON KELSO — Bus. 523-4224 - RES. 523-4192

Nº 1386

REPAIR ORDER

NAME John Gilliland		DATE 7-27-72
ADDRESS		
MAKE Autocar	TYPE OR MODEL	YEAR
SERIAL NO.	ENGINE NO.	RECEIVED A.M. P.M.
		PROMISED A.M. P.M.
SPEEDOMETER	LICENSE NO.	TERMS Chg.
	ORDER WRITTEN BY Ken	PHONE WHEN READY YES ☐ NO ☐
		PHONE

D-S	ISJ	LABOR CHARGE
Lubrication ○		
Change Oil ○		
Change Oil Filter Cart. ○		
Change Trans. ○		
Change Diff. ○		
Pack Front Wheel Brgs. ○		
Adjust Brakes ○		
X Tires ○		
Wash ○		
Polish ○		

OPER. NO.	INSTRUCTIONS	
Ken		
Jim		
	replace hose, install thermostats & temp. Gauge	
	Labor	45 00

MATERIAL USED

QUAN.	PART NO.	DESCRIPTION	PRICE	
3	feet 906	hose	1 37	4 11
4	feet 404	hose	1 53	6 12
2	HHox 05	hose connectors	1 45	2 90
1	5805	thermostats		15 75
1	D 361-6	temp. Gauge		18 90

OUTSIDE REPAIRS

BROUGHT FORWARD	
TOTAL PARTS	47 78 ~~[illegible]~~

QUAN.	ACCESSORY NO.	ACCESSORIES	PRICE
		TOTAL ACCESSORIES	

I hereby authorize the above repair work to be done along with the necessary material, and hereby grant you and/or your employees permission to operate the car or truck herein described on streets, highways or elsewhere for the purpose of testing and/or inspection. An express mechanic's lien is hereby acknowledged on above car or truck to secure the amount of repairs thereto.

X

NOT RESPONSIBLE FOR LOSS OR DAMAGE TO CARS OR ARTICLES LEFT IN CARS IN CASE OF FIRE, THEFT OR ANY OTHER CAUSE BEYOND OUR CONTROL.

GAS, OIL & GREASE	PRICE
GALS. GAS @	
QTS. OIL @	
LBS. GREASE @	
TOTAL, GAS, OIL & GREASE	

TOTAL LABOR	45 00
TOTAL PARTS	47 78 ~~[illegible]~~
ACCESSORIES	
GAS, OIL & GREASE	
OUTSIDE REPAIRS	
TAX	92 78
TOTAL AMOUNT	~~[illegible]~~

COMPLETE TRUCK, TRACTOR & AUTOMOTIVE REPAIR
— WELDING —

SALES FOR NEW & USED STEEL

LAZY K ENTERPRISES

24 HOUR WRECKER SERVICE

2630 AUBURN AVE. - BAKER, OREGON 97814
DON KELSO — Bus. 523-4224 - RES. 523-4192

№ 1449

REPAIR ORDER

NAME John Gilliland
DATE 8-15-72
ADDRESS
MAKE Autocar
TYPE OR MODEL
YEAR
RECEIVED A.M. P.M.
SERIAL NO.
ENGINE NO.
PROMISED A.M. P.M.
SPEEDOMETER
LICENSE NO.
TERMS Chg.
PHONE WHEN READY YES ☐ NO ☐
ORDER WRITTEN BY
PHONE

OSS	ISJ	LABOR CHARGE
Lubrication ○		
Change Oil ○		
Change Oil Filter Cart. ○		
Change Trans. ○		
Change Diff. ○		
Pack Front Wheel Brgs. ○		
Adjust Brakes ○		
X Tires ○		
Wash ○		
Polish ○		

OPER. NO.	INSTRUCTIONS	
Ken		
	check for leaks	
	replace oil hose & blower hose	
	check water pump	
	check thermostats	
	replace Shutterstat	
	½ Job Labor	80 00

MATERIAL USED

QUAN.	PART NO.	DESCRIPTION	PRICE		
3	ft 4916	hose	@ 2.46	7	38
1	BN1616	fitting		5	95
1	3485 1616	"		3	20
1	reducer				98
1	nipple				50
1	¼ x ½	close			34
1	D-24000	Shutterstat		13	75
1	½ coupling				25
3	⅜ x 1½	Bolts	15		45
2	9/16 x 1½	Bolts	38		76
		OUTSIDE REPAIRS			
		BROUGHT FORWARD			
		TOTAL PARTS		33	56

QUAN.	ACCESSORY NO.	ACCESSORIES	PRICE
		TOTAL ACCESSORIES	

I hereby authorize the above repair work to be done along with the necessary material, and hereby grant you and/or your employees permission to operate the car or truck herein described on streets, highways or elsewhere for the purpose of testing and/or inspection. An express mechanic's lien is hereby acknowledged on above car or truck to secure the amount of repairs thereto.

X

NOT RESPONSIBLE FOR LOSS OR DAMAGE TO CARS OR ARTICLES LEFT IN CARS IN CASE OF FIRE, THEFT OR ANY OTHER CAUSE BEYOND OUR CONTROL.

GAS, OIL & GREASE	PRICE
GALS. GAS @	
QTS. OIL @	
LBS. GREASE @	
TOTAL, GAS, OIL & GREASE	

TOTAL LABOR	80 00
TOTAL PARTS	33 56
ACCESSORIES	
GAS, OIL & GREASE	
OUTSIDE REPAIRS	
TAX	
TOTAL AMOUNT	113 56

WELDING
REPAIR - Truck, Tractor, Complete Automotive
SALES - New & Used Steel

LAZY K ENTERPRISES

DON KELSO

2630 AUBURN AVE.
BAKER, OREGON 97814

Business
(503) 523-4224
Residence
(503) 523-4192

Customer's Order No. ______ Date 8 19 72
Name John B Gilliland Const.
Address

SOLD BY	CASH	COD	CHARGE	ON ACCT	MDSE RETD	PAID OUT

QUAN	DESCRIPTION	PRICE	AMOUNT
	Cummins Arc-		
	parts		21 93
	Labor		100 00
	$20762 6		
		TAX	
		TOTAL	121 93

60-40-W All claims and returned goods MUST be accompanied by this bill.

2879 Rec'd by

HUDSON PRINTING COMPANY, BAKER, OREGON 431379-0

WELDING
REPAIR - Truck, Tractor, Complete Automotive
SALES - New & Used Steel

LAZY K ENTERPRISES

DON KELSO

2630 AUBURN AVE.
BAKER, OREGON 97814

Business
(503) 523-4224
Residence
(503) 523-4192

Customer's Order No. ______ Date 8-31 19 72
Name John Gilliland
Address

SOLD BY	CASH	COD	CHARGE	ON ACCT	MDSE RETD	PAID OUT
			✓			

QUAN	DESCRIPTION	PRICE	AMOUNT
	Bring up [illegible]		
	Filter Cans		4 00
	O [illegible]		
		TAX	
		TOTAL	4 00

60-40-W All claims and returned goods MUST be accompanied by this bill.

2780 Rec'd by

HUDSON PRINTING COMPANY, BAKER, OREGON 431379-0

2630 Auburn Street
Baker, Oregon (97814)
November 15, 1972

Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Query:

We wish to file claim against Gilliland Construction Company, P.O.Box 65, Dexter, Oregon, in the amount of $933.57, supported by the attached work orders and accrued late charges. Gilliland was the contractor on the Campbell Street bridge project in Baker, Oregon.

A payment of $1500.00 was made July 25, 1972, leaving a balance due of $579.50. Additional work done during August increased the account to $945.72. On September 19, 1972, we called Gilliland*s office at Dexxter requesting payment. They advised they planned to pay in full by September 29. On September 25, 1972, we received a check for $25.95. We again called on October 25; they advised we should have payment by November 6 - if not to call back. We called November 7 and were told they would try to pay some by the end of the week. To date payment has not been received.

We will appreciate any help and/or assistance you are able to provide.

Sincerely,

LAZY K ENTERPRISES

Ruth A. Kelso (Mrs.)
Office Manager

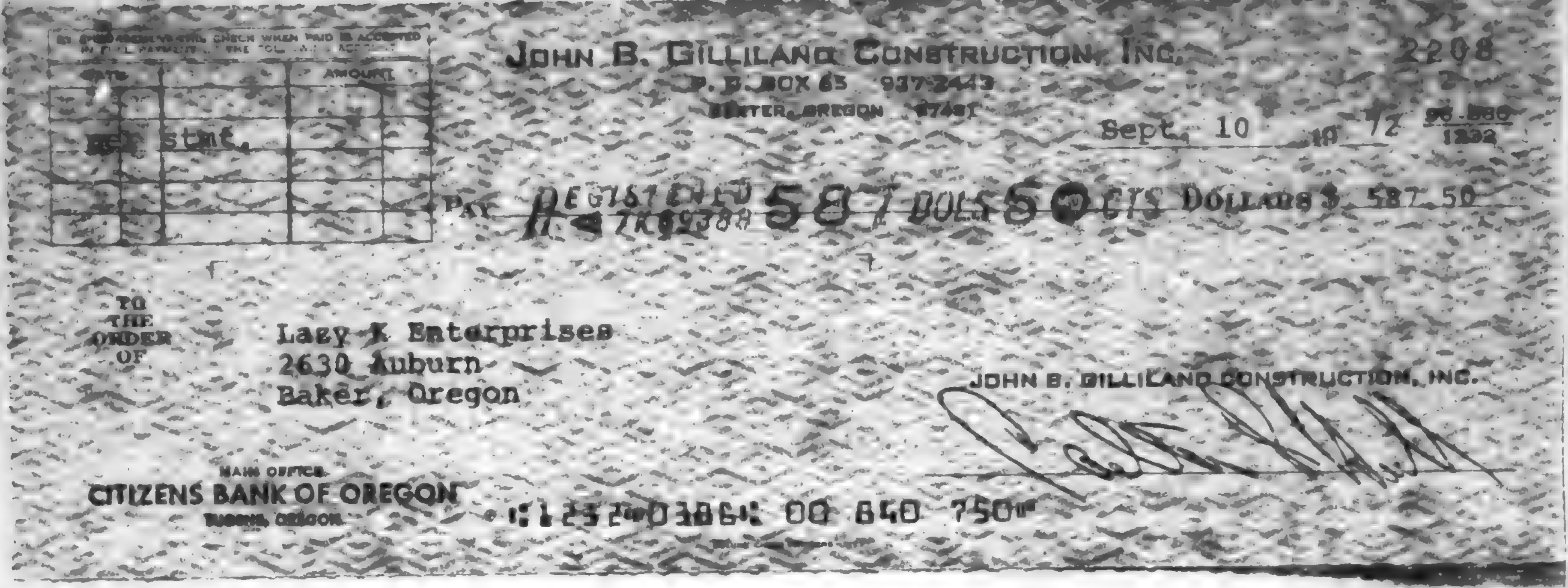
Enclosures - 13

✓cc: Gilliland Construction Co.

RECEIVED
NOV 20 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED NOV 17 1972



BY ENDORSEMENT THIS CHECK WHEN PAID IS ACCEPTED IN FULL PAYMENT OF THE FOLLOWING ACCOUNT

DATE		AMOUNT
[illegible] stmt.		

JOHN B. GILLILAND CONSTRUCTION, INC.
P. O. BOX 65 937-2443
DEXTER, OREGON 97431

2208

Sept. 10 19 72

96-386
1232

PAY REGISTERED R 47K89388 587 DOLS 50 CTS DOLLARS $ 587.50

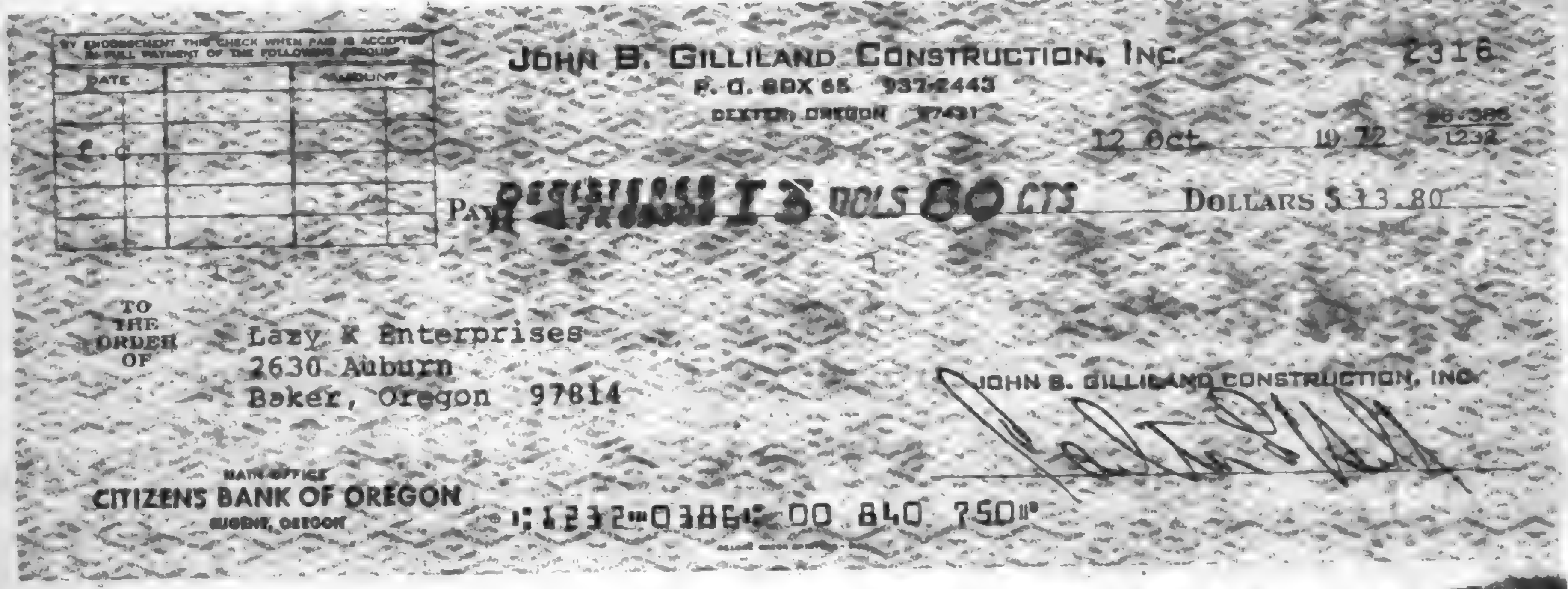
TO THE ORDER OF

Lazy K Enterprises
2630 Auburn
Baker, Oregon

JOHN B. GILLILAND CONSTRUCTION, INC.

MAIN OFFICE
CITIZENS BANK OF OREGON
EUGENE, OREGON

1232 0386 00 840 750



BY ENDORSEMENT THIS CHECK WHEN PAID IS ACCEPTED IN FULL PAYMENT OF THE FOLLOWING ACCOUNT

DATE		AMOUNT
f.c.		

JOHN B. GILLILAND CONSTRUCTION, INC.
P. O. BOX 65 937-2443
DEXTER, OREGON 97431

2316

12 Oct 19 72

96-386
1232

PAY REGISTERED R 47K[illegible] 13 DOLS 80 CTS DOLLARS $ 13.80

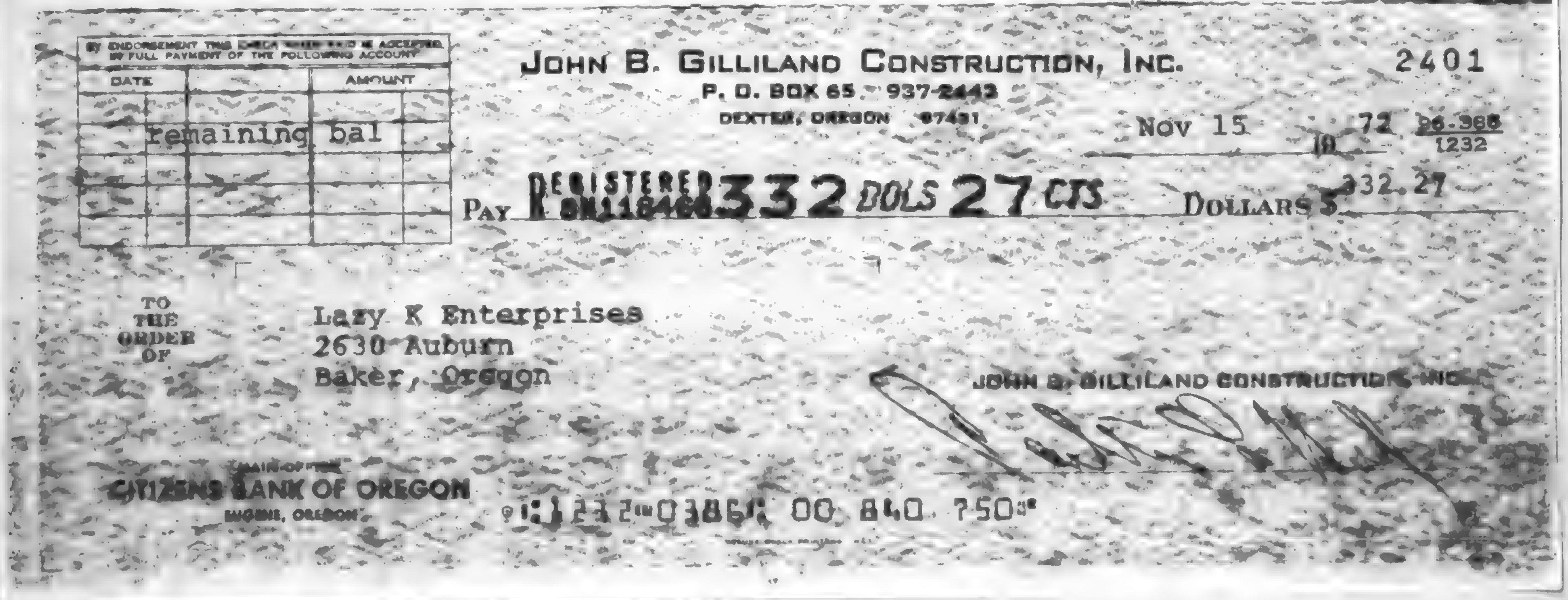
TO THE ORDER OF

Lazy K Enterprises
2630 Auburn
Baker, Oregon 97814

JOHN B. GILLILAND CONSTRUCTION, INC.

MAIN OFFICE
CITIZENS BANK OF OREGON
EUGENE, OREGON

1232 0386 00 840 750



BY ENDORSEMENT THIS CHECK WHEN PAID IS ACCEPTED IN FULL PAYMENT OF THE FOLLOWING ACCOUNT

DATE		AMOUNT
remaining bal		

JOHN B. GILLILAND CONSTRUCTION, INC.
P. O. BOX 65 937-2443
DEXTER, OREGON 97431

2401

Nov 15 19 72

96-386
1232

PAY REGISTERED R [illegible] 332 DOLS 27 CTS DOLLARS $ 332.27

TO THE ORDER OF

Lazy K Enterprises
2630 Auburn
Baker, Oregon

JOHN B. GILLILAND CONSTRUCTION, INC.

MAIN OFFICE
CITIZENS BANK OF OREGON
EUGENE, OREGON

1232 0386 00 840 750

5

RECEIVED
NOV 27 1972

FOR FILING

7539

November 24, 1972

Rogers Construction, Inc.
P. O. Box 16537
Portland, Oregon 97216

Gentlemen:

Your request for a time extension of 165 calendar workdays on Contract No. 7539 for work on the Richland Interchange-South Baker Interchange Section of the Old Oregon Trail Highway in Baker County has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an interim extension of 85 days is granted at this time with the understanding that further time extension will be considered. This will delete all time liquidated damages that could accrue this year.

Very truly yours,

A. E. Johnson
Acting Deputy State Highway Engineer

cc: C. W. Head
F. B. Klaboe
C. T. Keasey
V. E. Skoog
W. E. Schwartz
C. T. Payton
V. L. Gallagher

JAB:fw dps

5

RECEIVED
NOV [illegible] 1972
FOR FILING

7539

November 24, 1972

To Oregon State Highway Commission

From A. E. Johnson
Acting Deputy State Highway Engineer

Subject Extension of Time, Contract No. 7539
Richland Intch.-So. Baker Intch. Section
Interstate 80-N

Rogers Construction, Inc., one of the joint venture contractors on the subject section of the Old Oregon Trail Highway in Baker County, has requested a 165-day extension of the contract time because of alleged close tolerance subgrade finishing, added work for reconstruction of Campbell Street, and lime treatment added to treat the aggregate subbase material. The 400 calendar workdays allowed on this project expired September 9, 1972; since that date, liquidated damages are accruing at the rate of $300 per day.

We have considered extension in two phases: take immediate action on an interim extension now and delay final action until the status of the lime treatment work is clarified with the Federal Highway Administration; and, get the benefit of more accurate information on contract quantities and how much time will really be taken to completion of the project.

The added Campbell Street reconstruction easily justified extension. This added over $262,000 of work to the project. It involved about five blocks of widening with curbs and storm drainage system and construction of a 53-foot prestressed structure over the Powder River. This work by itself as a separate project would probably have been set up with at least 120 calendar workdays. It was added to the subject project relatively late.

An extension of 85 calendar workdays has been granted, which will extend the contract time into the winter dormant period when liquidated damages are not charged. Further extension will be considered later when other factors cited above have been clarified.

This is an Interstate contract and we have the concurrence of the Federal Highway Administration in this action, although the added work which is the basis of this extension was in a non-participating State-City financed segment.

This matter will be on the agenda for your concurrence at the December 12 meeting.

cc C. W. Head
George M. Baldwin
F. B. Klaboe
C. T. Keasey
V. E. Skoog
W. E. Schwartz
V. L. Gallagher
Gary Ross
Gary Sund

JAB:fw ms

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97310

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attention: Mr. A. E. Johnson, Asst State Hwy Engr

DATE: November 21, 1972

In reply refer to: 10-35-DA

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(34)301
Richland Interchange-South Baker Interchange Section
Old Oregon Trail Highway

cy Keasey
Gallagher
Schwartz
11-24-72

We concur in extending the contract time 85 calendar workdays as requested in your October 24, 1972 letter.

RECEIVED
STATE HWY ENGR
NOV 22 '72
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
NOV 24 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

11-22-72
Johnson

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 25 1972
FOR FILING

7539

October 24, 1972

Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Sir:

Richland Interchange-South Baker
Interchange Section
Old Oregon Trail Highway
Project No. I-80N-7(34)301
Request for Time Extension

The contractor on the subject project has requested a 165-day extension of the contract time, citing three reasons: Subgrade finishing to a closer tolerance than required by specifications; the added work for reconstruction of Campbell Street; and three Extra Work Orders to lime treat aggregate subbase material. The 400 calendar workdays allowed on this project expired September 9, 1972; since that date, liquidated damages are accruing at the rate of $300 per day.

We propose that the time extension be considered in two phases: that is, take action on an interim extension now and delay final action until the status and extent of the lime treatment is known and accurate information received on the major contract quantities and contract time required.

Significant extension is obviously and easily justified by the added Campbell Street work. This is covered by Price Agreements 13 and 15 and Extra Work Order 12, which collectively added over $262,000 of work to the project. This work involved about five blocks of widening with curbs and storm drainage system and construction of a 53-foot prestressed structure over the Powder River. This work by itself as a separate contract would probably have been set up with at least 120 calendar workdays. It was added to the project relatively late. The clearance was given to proceed on June 8, 1972, when 79 percent of the original contract time had already elapsed. This added work is on a State portion of the project but because this is mainly an Interstate project, we seek your concurrence in any time extension for the record.

We recommend an immediate 85-day extension attributed to the Campbell Street work, which will extend the contract time into the winter dormant period. This is with the understanding that a further request will be forthcoming later when other factors cited above have been clarified.

Very truly yours,

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
C. T. Keasey
V. L. Gallagher
W. E. Schwartz

JAB:fw ja

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 18, 1972

SUBJECT: Richland Interchange-South Baker
Interchange Section
Contract No. 7539
Request for Time Extension

To: A. E. Johnson
Assistant State Highway Engineer

FROM: John A. Bond
John A. Bond
Construction Administration Engineer

Rogers Construction, Inc., one of the joint venture contractors on the subject project, has requested a 165 day extension of the contract time citing three reasons. These reasons are:

1. Alleged close tolerance subgrade finishing, that is closer than required by specifications.
2. The added work for reconstruction of Campbell Street.
3. The lime treatment added by three Extra Work Orders to treat aggregate subbase material.

The 400 calendar workdays allowed on this project expired September 9, 1972 so since that date, liquidated damages are accruing at the rate of $300 per day.

The Resident Engineer has made a detailed analysis of each of the three reasons and comes up with a total recommended extension of 157 calendar workdays, and this is concurred in by the Region Engineer.

We propose that the time extension be considered in two phases, that is, take immediate action on an interim extension now and delay final action until the status of the lime treatment work is clarified with the Federal Highway Administration and also get the benefit of more accurate information on contract quantities and how much time will really be taken to completion of the project.

Significant extension is obviously and easily justified by the Campbell Street extension work. This is covered by Price Agreements 13 and 15 and Extra Work Order 12 which collectively added over $262,000 of work to the project. This work involved about five blocks of widening with curbs and storm drainage system and construction of a 53-foot prestressed structure over the Powder River. As pointed out in the Resident Engineer's analysis, this work by itself as a separate project would have probably been set up with at least 120 calendar workdays. It was added to the subject project relatively late. The clearance was given to proceed on June 8, 1972, when 79 percent of the original contract time had already elapsed.

We recommend an immediate 85 day extension attributed to the Campbell Street work. This will extend the contract time into the winter dormant period. This is with the understanding that a further request will be forthcoming later when other factors cited above have been clarified.

This is an Interstate project. A rough draft letter to the Federal Highway Administration and one to the contractor and one to the Highway Commission are attached.

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
OCT 24 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

S

RECEIVED
DEC 13 1972
FOR FILING

7539

5r

10-31-72

November 7, 1972

City of Baker
P. O. Box 650
Baker, Oregon 97814

Attention: George O. Hiatt
City Manager

A&R 474

Gentlemen:

Attached for your records is a fully executed copy of a letter agreement covering illumination along Campbell Street between Main Street and I-80N within your City.

We have retained a fully executed copy of this document for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(conf. agree. att.)

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 20, 1972

AGENDA
[illegible] 31 1972

5r

TO Oregon State Highway Commission

ORIGINAL SIGNED
TOM EDWARDS

FROM Tom Edwards
State Highway Engineer

SUBJECT Agreement, City of Baker
Illumination Project, Campbell Street

The City of Baker and the State have entered into various cooperative construction-finance agreements for the reconstruction of Campbell Street. The financial arrangements have been on a 75% State-25% City ratio.

The City has undertaken an illumination project along Campbell Street between Main Street and I-80N and has requested State to enter into an agreement thereon.

The estimate of cost is approximately $40,000 and, based on similar projects, the State contribution would be 25%, not to exceed $10,000.

I recommend your approval of this agreement and utilization of $10,000 from the current State Construction Funds.

The matter will be on the agenda for consideration at the October 31 meeting. If approved, the Secretary should be authorized to sign for and on behalf of the Commission.

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. H. Young
V. E. Skoog
W. J. Hart
L. E. George
H. S. Cox
W. E. Schwartz
Gary Ross
Gary Sund

Ⓐ DNH:mm dps

2 COPIES TO
BE SIGNED

By Secretary

NOTED
C. W. HEAD

5

RECEIVED
NOV 7 - 1972
FOR FILING

7539

STATE

10-26-72

cc: OSHD (A E Johnson)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS cst

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☒ CONTACT ☐ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 18	COUNTY Baker	DIVISION Oregon
DATE OF INSPECTION 10/20/72	INSPECTION MADE BY R. A. Nichols, Area Engineer		PROJECT NO. I-80N-7(34)301

IN COMPANY WITH
A. Shirley, Jr Reg Constr Engr, OSHD; E. L. Scrivner, Res Engr, OSHD.

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 109 %	WORK COMPLETED 79 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* *Not applicable for all contacts.*)

[illegible] 11-8-72

NOTED
A. E. JOHNSON

RICHLAND INTERCHANGE - S. BAKER INTERCHANGE SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures, and Signing

Most of the paving on the mainline has been completed, and the contractor has started to pave Campbell St. and the interchange ramps. The contractor has been able to accomplish this by paving up to 12 hours per day and 6 to 7 days per week. This was made possible because the State decided to relax the specifications on paving temperatures without any concessions from the contractor.

I believe the resident engineer and his crew have done an excellent job in assuring that the asphaltic concrete stayed within specification requirements, and at the same time keeping the testing frequency well within that recommended in the State's inspector manual, keeping accurate records of asphaltic cement delivered to the project, asphaltic concrete produced and delivered to the project, and controlling the compactive effort so the specified compaction was obtained.

However, as often happens when paving is being pushed and performed in marginal weather, something is sacrificed. In this case, the riding quality of the road. The joints are generally poor and although the pavement other than the joints probably passes the specification requirements the smoothness is still far from what should be obtained.

As near as I can ascertain, the contractor requested that the specification covering weather limitations; specifically air temperature, be relaxed and the Highway Division granted that request. I have no quarrel with relaxing the specification because a good paving product can be obtained if the contractor is careful. But I recommend that if the air temperature requirement is relaxed, then other restrictions should be imposed, two of which may be minimum air temperatures adjusted by chill factors, minimum surface temperatures, and minimum rolling temperatures. In addition if the contractor can work overtime because the specifications are relaxed, he then should be required to reimburse the State for extra engineering costs.

11-7-72
Johnson

PREVIOUS EDITIONS WILL BE USED

FORM PR-33B
(REV 5-70)

5

RECEIVED
[illegible]
FOR FILING

RECEIVED STATE HWY ENGR						
OCT 18 '72						
REFER TO						
FOR						
Info	Inves	R/O	D/R	Sign	Act	File

OREGON STATE
HIGHWAY DIVISION

7539

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 18, 1972

Mr. George Hiatt
City Manager
P.O. Box 650
Baker, Oregon 97814

Illumination
Main Street--I-80N Section
Campbell Street

Dear Sir:

Herewith is a letter form agreement to cover a cooperative financial-maintenance arrangement on the illumination of Campbell Street between Main Street and the Old Oregon Trail (I-80N).

This is the matter outlined in the 9/27/72 letter to Mr. Red Gerlach of our La Grande office from your Superintendent of Public Works, Mr. Jim Adamson.

We appreciate the City of Baker's interest and cooperation in matters pertaining to highway construction in your area.

NOTED
F. B. KLABOE

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D. N. Harwell (mm)

D. N. Harwell
Assistant Engineer
County and City Section

[redacted]
Encl.

cc: Jim Adamson
W. E. Schwartz
Red Gerlach

bc: F. B. Klaboe
R. L. Schroeder

bc: F. B. Klaboe
A. E. Johnson
R. L. Schroeder
V. E. Skoog
L. E. George
W. J. Hart
W. E. Schwartz

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

City of Baker
P.O. Box 650
Baker, Oregon 97814

Attention: Mr. George O. Hiatt
City Manager

RE: Illumination
Main Street--I-80N Section
Campbell Street

Gentlemen:

Under dates of April, 1968; June, 1970; July, 1970; July, 1971; and May, 1972; City and State entered into agreements for the reconstruction of Campbell Street within the City of Baker.

In conjunction with the cooperative construction and financial arrangements agreed upon, the City has determined a need and desire for illumination of Campbell Street between Main Street and I-80N.

The estimated cost of said illumination is approximately $40,000 and the State is willing to enter into an agreement to pay 25% of installation costs, not to exceed $10,000. Upon completion of installation, State shall pay 25% of maintenance and power consumption, based on itemized billing receipt.

If the foregoing is agreeable, please obtain the necessary signatures and return two copies to this office for further processing, after which a fully conformed copy will be returned for your records.

Very truly yours,

George H. Baldwin
Administrator of Highways

By
D. N. Harwell (mm)

D. N. Harwell
Assistant Engineer
County and City Section

APPROVED
CITY OF________________

BY MAYOR________________

BY RECORDER________________

DATE________________

DNH:mm
10/18/72

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NOV 20 1972
FOR FILING

7539

"Center of Oregon's Adventureland"
CITY OF BAKER OREGON
P.O. Box 650
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

~~September 27, 1972~~
10-17-72

RECEIVED
STATE HWY ENGR
OCT 9 '72
REFER TO
FOR
Info Inves R/O D/R Sign Act File

Mr. Red Gerlach
Oregon State Highway Dept.
Box 850
LaGrande, Oregon 97850

Dear Red:

I am writing in reference to our conversation last week about the proposed new lighting on the Campbell Street access. We have two separate lighting projects in this area. Section No. 1 is inside of the Interchange area consisting of seven each 700 watt Mercury Vapor Luminaires to be mounted on 35 foot galvanized steel poles with break away bases. They are to be connected to circuits to be constructed by the State to light the rest of the Interchange. Section No. 2 is on Campbell Street from Birch Street west to Main Street consisting of forty-six each 400 watt Lucalox Luminaires to be mounted on 35 foot galvanized steel poles with break away bases. These are to be connected to circuits provided by California-Pacific Utilities Company.

The estimated cost of the projects are as follows:

State Costs

(1)	Lighting inside the Interchange area (Section No. 1).	
a.	Seven each 700 watt mercury vapor luminaires, poles and necessary hardware. (Already purchased by City)	$3,440.15
b.	Seven concrete bases to be installed by the City. (Estimated Cost)	$ 420.00
c.	Installation of poles, wiring and luminaires. (Under contract to Tyee Construction)	$2,548.00
	Total Estimated Cost of Lighting in Interchange area, Section No. 1. . .	$6,408.15
(2)	Lighting on Campbell Street from Birch Street to Main Street (Section No. 2).	
a.	Forty-six 400 watt Lucalox Luminaires, poles and necessary hardware. (Already purchased by City)	$24,206.58

App. by FBK/RLS
10-17-72
75% City
25% St. } Est. $40,000

10-17-72
Co-City to handle by reply to Baker & letter to Hwy Comm approval for State Const. Funds.
Tom H.

R.L. SCHRO

10-10-72
Schroeder answer

b.	Forty-six concrete bases to be installed by the City. (Estimated Costs)	$ 2,760.00
c.	Installation of poles, wiring and luminaires. (Under contract to Baker Electric Co.)	$ 3,874.58
d.	Installation of underground wiring from California Pacific Utilities secondary circuit to proposed light bases. (Already installed)	$ 1,191.37
	Total Estimated Cost of Lighting on Campbell Street from Birch Street to Main Street, Section No. 2. . .	$32,032.53
	Total Estimated Cost of Sections No. 1 and 2	$38,440.68

Vern Jacobson has talked to Mr. Don Harwell of your Salem office. Mr. Harwell told Vern at that time, that he thought we would be eligible for State Assistance under the new State policy on street lighting and signalization, at least on the Campbell Street section.

The City has expended a large amount of funds on Campbell Street lighting and if we can get some State reimbursement, it will be greatly appreciated.

I am enclosing a drawing of Sections No. 1 and 2.

If you need anymore information, please let me know and I will get you whatever you need.

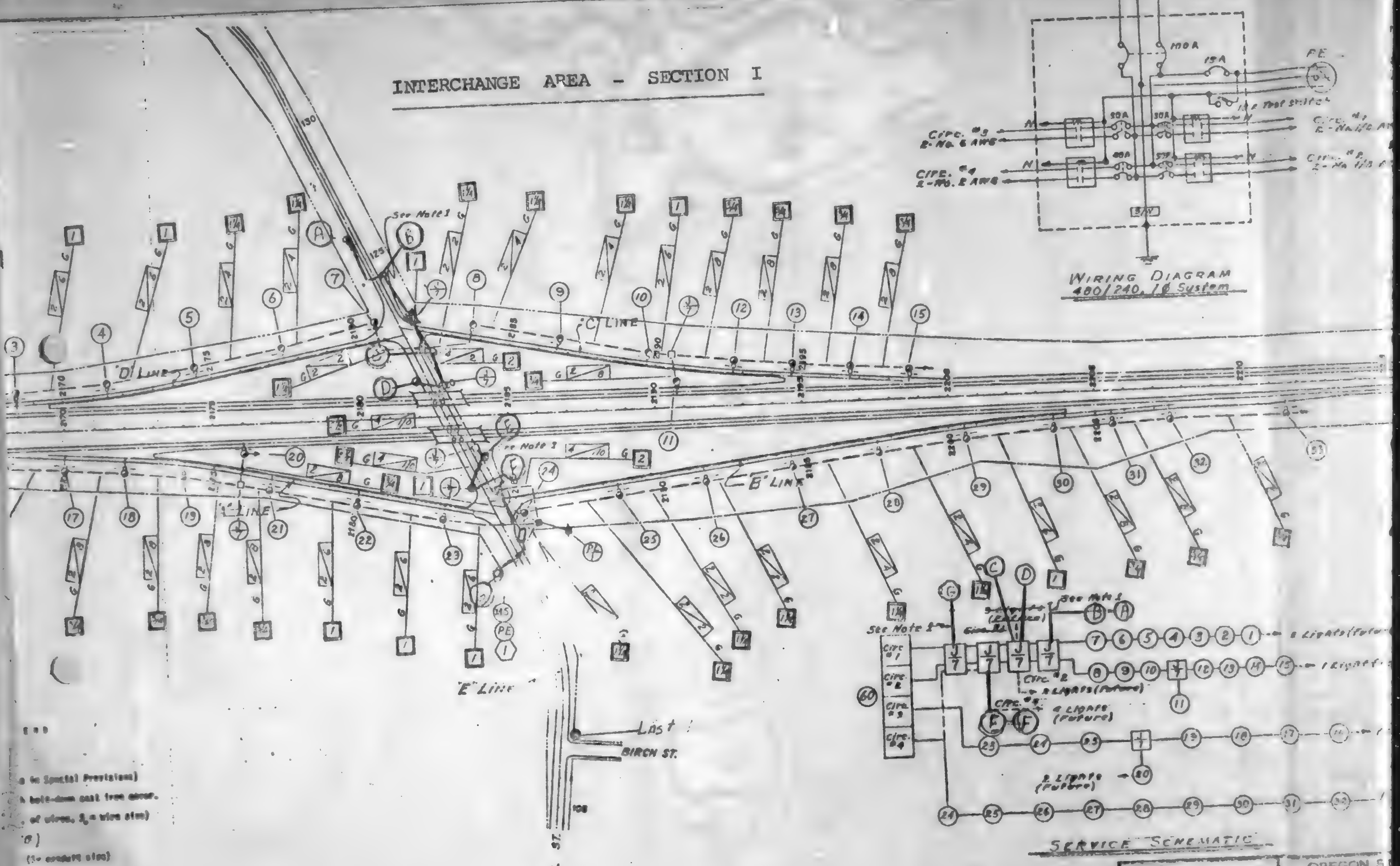
Regards,

Jim Adamson

Jim Adamson,
Supt. of Public Works

JLA:ws
cc: George O. Hiatt
Encs. - 2

INTERCHANGE AREA - SECTION I



WIRING DIAGRAM
480/240, 1Ø System
100A
15A
Test switch
30A
Circ. #3 2-No. 6 AWG
Circ. #4 2-No. 6 AWG
PE
'D' LINE
'C' LINE
'B' LINE
'E' LINE
See Note 1
CAMPBELL ST.
BIRCH ST.
Last
SERVICE SCHEMATIC
Circ. #1
Circ. #2
Circ. #3
Circ. #4
2 Lights (Future)
1 Light (Future)

a to Special Provisions)

h bolt-down cast iron cover.

of wires, 2 = wire size)

'B)

(1- conduit size)

ntrol equipment. (See Special Provisions)

h and pole mounting bracket

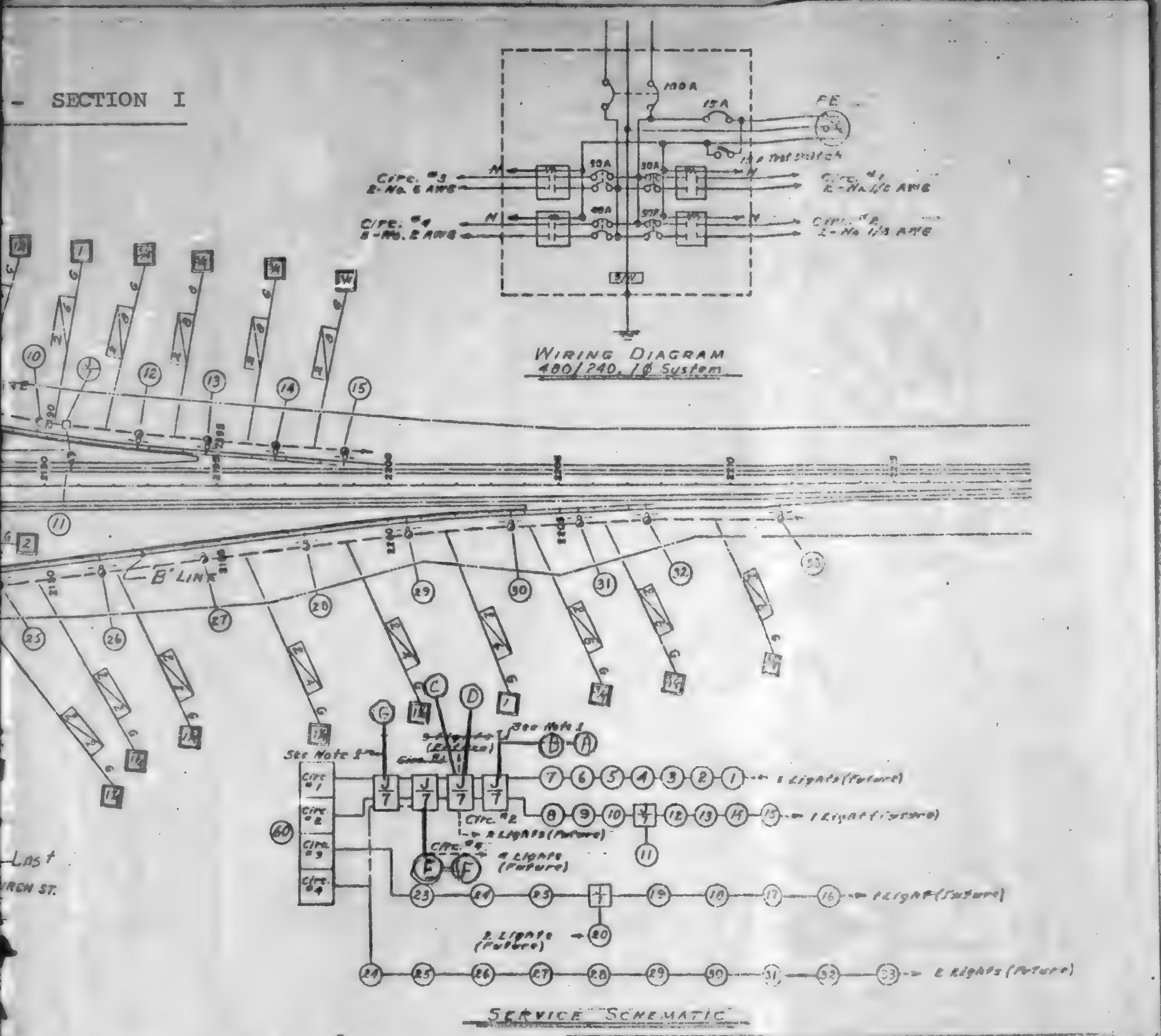
direction shown. Cap and make watertight.

Ten Entry. (No circuitry) See Dwg. No. 26881

Note 1:
Place conduit across roadway from these junction boxes. This to provide for future "City of Baker" lighting circuits for which 8 underdeck luminaire fixtures have been provided.

OREGON S

CAMPBELL
RICHLAND
OLD OREGON


SECTION I
WIRING DIAGRAM
480/240, 1Ø System
Circ. #3
2-No. 6 AWG
Circ. #4
2-No. 2 AWG
Circ. #1
2-No. 1/0 AWG
Circ. #2
2-No. 1/0 AWG
100A
15A
90A
PE
Test switch
B' LINK
Lost
REN ST.
See Note 1
Circ. #1
Circ. #2
Circ. #3
Circ. #4
2 Lights (Future)
1 Light (Future)
2 Lights (Future)
2 Lights (Future)
1 Light (Future)
2 Lights (Future)
2 Lights (Future)
SERVICE SCHEMATIC

Note 1:
Place conduit across roadway from these junction boxes. This to provide for future "City of Baker" lighting circuits for which 8 underdeck luminaire fixtures have been provided.

APPROVED:

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

CAMPBELL ST. INTERCHANGE
HIGHLAND INCH - S. BAKER INCH.
OLD OREGON TRAIL - BAKER COUN

POLICY STATEMENT
FOR
COOPERATIVE TRAFFIC CONTROL PROJECTS

W I T N E S S E T H

WHEREAS, it is deemed necessary that the State and the Cities have a uniform policy for sharing the cost of installing, maintaining and operating traffic signals and luminaire units at the intersections or interchanges between State highways and City streets.

WHEREAS, in the past traffic control projects have been installed under legal State-City agreements on an equal cost sharing basis.

WHEREAS, all cities have in the past been required to maintain the traffic control installations.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is established by and between the parties hereto as follows to be effective from the date of this Policy Statement and in the future.

I. The items contained hereinafter constitute a mutually agreed upon arrangement for the cooperative participation of the items shown. The items do not pertain to existing installations. The population figures shown in the Policy Statement will be based upon the official certified listing issued by the Secretary of State's office.

II. Traffic Signal Projects Involving State Highways and City Streets

1. Projects in Cities with Population Below 5,000

a. Installation Costs - State
b. Maintenance - State
c. Power Costs - City

VOTED
D. U. Christensen

2. Projects in Cities with Population Between 5,000 and 10,000

a. Installation Costs

State - 75%

City - 25%

b. Maintenance - State

c. Power Costs - City

3. Projects in Cities with Population Over 10,000

a. Installation Costs

State - 50%

City - 50%

b. Maintenance - State

c. Power Costs - City

4. Projects in Cities with Population Over 50,000

a. Installation Costs

State - 50%

City - 50%

b. Maintenance - Negotiated

c. Power Costs - Negotiated

With respect to the maintenance and power costs in cities with a population over 50,000, a reimbursement schedule will be negotiated annually between the State and the cities involved. The State will then pay a flat fee to each city as reimbursement.

5. School Crossing Signals

The allocation of installation and power costs and of maintenance responsibility shall be negotiated between State and the School District and other public jurisdictions, if any, which may be involved.

III. Traffic Signal Projects Involving Only State Highways

The entire cost of installation, power and maintenance shall be the responsibility of the State.

IV. Illumination Projects

1. Projects on State Freeways

   a. Installation Costs - State

   b. Maintenance - State

   c. Power Costs - State

   Projects on Interstate Highways are subject to Federal Highway Administration approval.

2. Projects on Other State Highways

   a. The following distribution of costs shall be allocated if both governmental jurisdictions agree as to the necessity of the illumination.

      (1) Installation Costs:

      State - 25%
      City - 75%

      (2) Maintenance:

      State - 25%
      City - 75%

      (3) Power Costs:

      State - 25%
      City - 75%

V. Left-Turn Refuges

In those instances where construction of left-turn refuges is a necessary part of an intersection improvement, each jurisdiction shall be responsible for the cost of construction of any refuges on intersection approaches under its jurisdiction.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals.

This Policy Statement was approved by the Oregon State Highway Commission on Sept. 8, 1971, at which time the Secretary for the Commission was authorized and directed to sign said statement for and on behalf of the Commission. Said authority is set forth in Volume 56, Page ______, Minute Book of the Oregon State Highway Commission.

/s/ Floyd Query
Floyd Query, Secretary

APPROVED:

Assistant State Highway Engineer

LEAGUE OF OREGON CITIES, by and
through its President:

President

5

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OCT 1 [illegible]
FOR FILING
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6311

7539

October 11, 1972

City of Baker
City Hall
Baker, Oregon 97814

Re: Drainage Protection
City-State Storm Sewer
N. Powder-Baker Utility Project
(Richland Interchange-S. Baker
Interchange Section)
Old Oregon Trail Highway
Baker County
Utility Project No. I-80N-7(28)284

ATTENTION: Mr. Jim Adamson

NOTED
A. E. JOHNSON

Gentlemen:

Reference is made to our letter dated August 23, 1972, which authorized you to proceed with the above captioned work effective August 22, 1972.

The second sentence of the first paragraph of our August 23 letter is hereby revised to read as follows:

"Please note the State and the City will share the cost of the work covered in the above mentioned estimate of cost on a 50/50 basis".

All other provisions of our August 23 letter remain unchanged.

Very truly yours,

T. W. Litchfield
Railroad and Utility Engineer

PGP:dl

cc: A. E. Johnson
G. L. Green
V. L. Gallagher
V. E. Skoog
E. L. Scrivner
W. E. Schwartz
H. W. Gerlach

RECEIVED
OCT 11 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
OCT 19 1972

FOR FILING
FORM E-30 (REV. 10-68)

7537

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
October 6, 1972

SUBJECT:

To: Metropolitan Engineer
Region Engineers

NOTED
A. E. JOHNSON

FROM: C. T. Keasey By KB
C. T. Keasey
Construction Engineer

The attached letter from J. E. Wilson lists some of the current jobs on which we have been getting failing record test results on ductility of asphalt.

Since the Laboratory performs ductility tests on only the progress record samples, it will be necessary to send in job control back-up samples to determine the exact extent of failing tonnage in the instance where the progress record test is failing. The procedure to be followed in submitting these samples will be as outlined in Mr. Wilson's letter. If, in accordance with our standard penalty guideline procedures, an excess amount is failing, a Price Agreement is to be submitted to cover the non-spec material.

Failures on ductility have thus far been limited to the Arabian asphalts being supplied by Chevron Asphalt and Douglas Oil Companies since June of this year. However, it should be recognized that some of the smaller asphalt suppliers, such as "Blackline", do acquire their asphalt from the larger companies. Therefore, a check should be made on all jobs paved this year.

KLB:fw
Attach.
cc: A. E. Johnson
John Jenkins

RECEIVED
OCT 6 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-60)

Routing
Keasey
Walker
Johnson
Pease
Glenn
Litchfield
Borg

RECEIVED
OCT 2 1972
CONSTRUCTION SECTION

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2, 1972

SUBJECT: Asphalt Cement Record Samples
Low Ductility

To: Mr. C. T. Keasey
Construction Engineer
OFFICE

Test records for asphalt samples tested in 1972 from contract projects have been reviewed. It has been found that record samples from several projects do not consistently comply with specification requirements for ductility. Chevron Asphalt Co., the supplier, and Douglas Oil Co. have been contacted and the situation should be corrected for continued acceptance of their certificate of compliance. Since record samples do not represent a specific quantity of asphalt for penalty assessment and check samples are not normally tested for ductility, it is necessary that back-up check samples be tested for ductility.

All back-up check samples representing asphalt used during a period of time with low ductility as indicated by record samples should be submitted to the laboratory for ductility testing. In a case of one or more low ductility record samples, all back-up check samples obtained following the last record sample in compliance and until the next satisfactory sample should be submitted. This testing should provide documentation for penalty assessment or specification compliance.

The following is a list of projects which our records indicate as having used low ductility asphalt. Asphalt samples from other projects with low ductility should also be submitted for test as outlined above.

1. Jumpoff Joe Creek-Grants Pass Section #7561.
2. Olds Ferry-N. Fork Jacobsen Gulch #7670.
3. Veneta, 5th Street #7759.
4. Richland Inter.-S. Baker Interchange #7539.
5. Bubbs Ranch-Weatherby #7395.
6. Halsey Inter.-Lane Co. Line #7499.
7. Baldock Slough-Richland Inter. #7491.

JOHN C. JENKINS
Engineer of Materials & Research

By J. Wilson

J. E. WILSON, Jr.
Asst. Engineer of Materials
and Research

JEW:eb

cc: A. E. Johnson
C. T. Keasey

SP*38479-734

5

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OCT [illegible] 1972

FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

Region 5 Office

P. O. Box 850 ... La Grande, Oregon ... Phone 963-3177

October 5, 1972 7539

Peter Kiewit Sons'
Babler Bros., Inc.
Ray Kizer & Kizer Construction Company
Ray Kizer & Ray Kizer Construction Company and
Rogers Construction, Inc.

NOTED
A. E. JOHNSON

Gentlemen:

RE: A.C. Paving Specifications
North Powder-Powder River Section
Powder River-Baldock Slough Section
Baldock Slough-Richland Interchange Section
Richland Interchange-South Baker Interchange Section
Old Oregon Trail Highway, Baker County
Contracts No. 7514, 7516, 7491 and 7539

Your attention is directed to "Standard Specifications for Highway Construction", issue of 1970, Section 401, and specifically Article 401.31.

We have an excellent chance of completing all paving between North Powder and Baker this fall and making the road available to the traveling public for the winter. In the interest of speeding the work along and insuring that the work is done, we are relaxing the temperature requirement of Article 401.31 to read 34 degrees fahrenheit instead of the 40 degrees specified.

This will not relieve any other requirement of Section 401 which has been specified for your project. I would specifically direct your attention to Article 401.44-Compaction. We expect each and every requirement of the Article to be met. This may require additional rollers duirng low temperature. In any event, we still expect the best job possible.

Sincerely,

ORIGINAL SIGNED BY WENDELL E. SCHWARTZ

Wendell E. Schwartz
Regional Engineer

WES:sh

cc A. E. Johnson
C. T. Keasey
H. H. Fillmore
D. W. Greene
Ernie Scrivner

RECEIVED
OCT 9 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM 2-30-1 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7539

Salem, Oregon
October 2, 1972

SUBJECT: Asphalt Cement Record Samples
Low Ductility

To: Mr. C. T. Keasey
Construction Engineer
OFFICE

NOTED
A. E. JOHNSON

Test records for asphalt samples tested in 1972 from contract projects have been reviewed. It has been found that record samples from several projects do not consistently comply with specification requirements for ductility. Chevron Asphalt Co., the supplier, and Douglas Oil Co. have been contacted and the situation should be corrected for continued acceptance of their certificate of compliance. Since record samples do not represent a specific quantity of asphalt for penalty assessment and check samples are not normally tested for ductility, it is necessary that back-up check samples be tested for ductility.

All back-up check samples representing asphalt used during a period of time with low ductility as indicated by record samples should be submitted to the laboratory for ductility testing. In a case of one or more low ductility record samples, all back-up check samples obtained following the last record sample in compliance and until the next satisfactory sample should be submitted. This testing should provide documentation for penalty assessment or specification compliance.

The following is a list of projects which our records indicate as having used low ductility asphalt. Asphalt samples from other projects with low ductility should also be submitted for test as outlined above.

1. Jumpoff Joe Creek-Grants Pass Section #7561.
2. Olds Ferry-N. Fork Jacobsen Gulch #7670.
3. Veneta, 5th Street #7759.
4. Richland Inter.-S. Baker Interchange #7539.
5. Bubbs Ranch-Weatherby #7595.
6. Halsey Inter.-Lane Co. Line #7499.
7. Baldock Slough-Richland Inter. #7491.

RECEIVED
OCT 3 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

JOHN C. JENKINS
Engineer of Materials & Research

By

J. E. WILSON, Jr.
Asst. Engineer of Materials
and Research

JEW:eb

cc: ✓ A. E. Johnson
C. T. Keasey

RECEIVED

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7539

NOTED
A. E. JOHNSON

September 25, 1972

Glen L. Green
Acting Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, OR 97308

Re: Richland Intchge.-S. Baker Intchge. Section
Old Oregon Trail Highway
F.A. Proj. No. I-80N-7(34)401
Contract No. 7539
Lime Treatment of Aggregate Subbase

Attention: Richard A. Nichols

Gentlemen:

Three extra work orders were prepared by our field personnel to reimburse the contractor for costs of lime treating the aggregate subbase materials used on the subject project. Extra Work Order No. 9 covers the costs of the materials used on the Federal participating portion of the contract.

During the discussion of this work order on September 5, 1972, you requested additional information be furnished before you would recommend any commitment by the FHWA in these costs. The attached data has been submitted by our Regional Engineer in reply to this request.

1. Resident Engineer's report.
2. List of field, region and Salem laboratory test results.
3. Chart showing location of tests.

Your approval and FHWA participation in the costs for this work is requested.

Should you have any further questions regarding this work, please contact us.

Very truly yours,

George M. Baldwin
Administrator of Highways

By C T Keasey
C. T. Keasey
Construction Engineer

RECEIVED
SEP 26 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

MDG:fr
Attachments

bc: A. E. Johnson
L. H. Young

5

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

NOTED
A. E. JOHNSON

7539

August 23, 1972

City of Baker
City Hall
Baker, Oregon 97814

ATTENTION: Mr. Jim Adamson

Re: Drainage Protection
City-State Storm Sewer
N. Powder-Baker Utility Project
(Richland Interchange-South
Baker Interchange Section)
Old Oregon Trail Highway
Baker County
Utility Project No. I-80N-7(28)284

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of July 10, 1972, have been approved by the State and the Federal Highway Administration. Please note the State's share of the work is 22% of the total cost of the work covered in the above mentioned estimate of cost. You are hereby authorized to proceed with the work as of August 22, 1972.

Please contact Mr. E. L. Scrivner, Resident Engineer, City Hall, Baker, Oregon 97814, telephone 523-5286, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to August 22, 1972, will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
AUG 24 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

PGP:dl

cc: A. E. Johnson
G. L. Green
R. M. Chase w/attach
V. L. Gallagher "
V. E. Skoog "
E. L. Scrivner " (2)
W. E. Schwartz " (2)
H. W. Gerlach "

Note to W. E. Schwartz: Please have a State Force Order prepared and submitted for this work.
Project No. I-80N-7(28)284
Prefix No. 601-1070
Return one copy of Est. and sketch with SFO.

RECEIVED
AUG [illegible] 1972
FOR FILING

7539

8-17-72

LRW LAG 172 8-17-72 4.00 PM

A. E. JOHNSON

RE COMPLAINT BY BAKER COUNTY FAIRBOARD ON CONDITION OF
EAST STREET IN BAKER.

CONTRACTOR MADE REPAIRS AND OIL DUST PALLATIVE WAS APPLIED.

SCRIVNER NOT ABLE TO CONTACT KIRBY, BUT HARVEY WITHAM, MEMBER OF FAIRBOARD, WAS AND BOARD SATISFIED IN AMPLE TIME FOR THE HORSE SHOW.

BUD SHIRLEY
BV¾4.

NOTED
A. E. JOHNSON

RECEIVED
AUG 17 1972
OFFICE OF
LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

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RE
AU

FO

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 16, 1972

7539

City of Baker
City Hall
Baker, Oregon 97814

Attention: Mr. George Hiatt, City Manager

NOTED
A. E. JOHNSON

Dear Mr. Hiatt:

Thank you for your letter of August 14 regarding progress on the Ash-Main Street Section of Campbell Street.

We are sorry for any inconvenience or delays caused by this construction; however, during prime construction time (summer) this appears to nearly always be the case.

We will attempt to hold these to a minimum.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D N Harwell
D. N. Harwell
Assistant Engineer
County and City Section

[redacted]:lat
cc: W. E. Schwartz
bc: A. E. Johnson
C. T. Keasey

RECEIVED
AUG 17 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Baker
7-27-71 Coop Conf

"Center of Oregon's Adventureland"
CITY OF BAKER OREGON
P. O. Box 650
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

August 14, 1972

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
405 State Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

The City Council of the City of Baker has directed me to inform you that they consider untimely the delay of construction in the Campbell Street, Ash to Main Street project.

The contractor started the excavation before June 26, 1972, on both sides of the Powder River and as yet there has been little progress to at least make the street passable.

The businesses along this portion of Campbell Street, particularly Don's Arco Service and York's Park Grocery are finding it very hard to exist this summer as most of their business is derived from vehicular trade.

I realize there has been some problem with sub base material, however, any thing you can do to expedite the project will be appreciated.

Sincerely yours,

George Hiatt
George O. Hiatt
City Manager

GOH:kjw

CC: W.E. Schwartz
Highway Dept., La Grande

E. L. Scrivner
Highway Dept., Baker

Don's Arco Service

York's Grocery

Baker County Fair Board

Kaiser Construction Co.

RECEIVED
COUNTY & CITY SECTION
AUG 16 1972
☐ ENGR. ☑ COOR. ☐ [illegible] ☐ [illegible] ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
[illegible] 1972

7539

RECEIVED
AUG 15 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 1972

SUBJECT: Lime Treatment of Aggregate
Subbase, Cont. No. 7539

To: E. L. Scrivner
Resident Engineer
P. O. Box 427
Baker, Oregon 97814

Tests have been completed on the Richland Inter.-S. Baker Inter. subbase samples #62617 for the determination of the level of lime treatment required. Ash Grove hydrated lime and Baker reject lime #62669 were used for the R value testing. One series of tests were also made using 4% Oregon Sun Brand Portland cement.

The following is a tabulation of test R values.

Test Sample No. 72-13339	R Value
Untreated, combined #1, #6, #8, #9	21
Treated with 2½% Ash Grove Lime	80
Treated with 5 % Ash Grove Lime	84
Treated with 2½% Baker Lime #62669	80
Treated with 5 % Baker Lime #62669	84
Treated with 8 % Baker Lime #62669	86
Treated with 4 % Oregon Sun Portland Cement	92

Test results indicate that subbase of a standard specification quality, 70 - 80 R value, can be obtained with 2½% lime treatment. Ash Grove and Baker reject lime both increase R value of the subbase to an 80. An application rate of 2½ - 3 percent is suggested to provide for variations in subbase quality, lime distribution and mixing.

A second series of subbase samples #62668 have been tested for gradation, percent pass #200 and sand equivalent. Since the tests indicate nearly the same quality as samples #62617, which have all ready been tested, further tests other than R value on four of the eight samples will not be made unless requested. The following are the results of completed tests with #62617 test values in parenthesis.

Sample	Pass 1/4"	P 200	S. E.
#1	42 (38)	8.1 (8.4)	23 (20)
#2	48 (39)	8.7 (7.3)	23 (21)
#3	50 (41)	11.2 (8.8)	19 (19)
#4	43 (40)	9.9 (8.9)	20 (18)

NOTED
E. S. HUNTER

Sample	Pass 1/4"		P 200		S. E.	
#5	39	(40)	9.2	(8.0)	18	(21)
#6	42	(41)	10.0	(7.3)	17	(19)
#7	47	(49)	9.0	(7.9)	21	(26)
#8	43	(38)	9.7	(6.0)	19	(21)

JOHN C. JENKINS
Engineer of Materials & Research
by

J E Wilson

J. E. WILSON, JR.
Asst. Engineer of Materials
and Research

JEW:go

cc: A. E. Johnson
E. S. Hunter
C. T. Keasey
W. E. Schwartz
C. J. Gregg

REGON STATE HIGHWAY DIVISI
Materials Section

Page 1 of 7

Laboratory Report

		Laboratory No.	72 - 13339
		Prefix No.	601-1074
Project	Richland Inter. - S. Baker Inter.	County	Baker
Highway	Old Oregon Trail	F. A. Project No.	I-80N-7(34)301
Contractor	Ray Kizer, Ray Kizer Const* Contract No. 7539	Date Reported	Aug. 14, 1972
Submitted by	E. L. Scrivner	Laboratory Charges	$301.50
	* Co. & Rogers Const. Co.		

REPORT ON SAMPLE OF AGGREGATE SUBBASE

Source of material	McEnroe & Rogers Pit	Data No.	A62617
Sampled or inspected at	Combined Samples #1 - #6, #8 - #9	Date received	July 24, 1972
To be used	Aggregate subbase	Quantity represented	88,200 tons
Sampled or inspected by	Dave Jones - Witnessed by R. A. Nichols. July 21, 1972		

1 Bag

TEST RESULTS

SOIL CONSTANTS

L. L. T-89	23	
P. I. T-90	5	
Sp. Gr. (Le Chat.)		
Sand Equiv. T-176		
Class. M-145		
Organic		%
Nat. Moist.		%
Los Angeles Abrasion		T-96
Grading		% Wear
Oregon Degradation		
P20	%, Ht.	in.

Expansion Pressure and "R" Value T [illegible]0

Moisture %	10.9	8.2	7.3	6.4	
Exudation Press. psi	4	99	207	748	
Expansion Pres. CT in	0	0	0	0	
Displacement	4.2	4.4	3.8	4.7	
Compaction, psi	10	70	130	280	
"R" Value	23	63	69	86	
Density pcf	126.5	131.1	135.7	134.2	
Water loss ml.	0	0	0	110	
Comp. water loss at blows	10	-	-	-	

Mech. Anal. T-88

Sieve Size	% Total
4	
3	
2	
1½	
1	
¾	
½	
⅜	
¼	
4	
10	
40	
60	
200	
P200	

Moist.-Density Relations

T-99 ☒ T-180 ☐ Harvard ☐

Dry Density pcf	% Moisture
123.9	5.2
133.6	7.2
135.3	8.5
133.8	9.8

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to .02 mm.	%	%
Silt, 0.02 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.		

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

☐ F.H.W.A.
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Schwartz
X ☐ Resident Engineer Scrivner
☐ District Engineer
2 X ☐ Files
X V. Moore
X Gregg
X Ray Kizer, Baker

Remarks R value of the combined untreated sample is 21.

Engineer of Materials

SP*68056-734

REGON STATE HIGHWAY DIVISI
Materials Section

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Laboratory Report

Laboratory No. 72 - 13339
Prefix No. 601-1074

Project	Richland Inter. - S. Baker Inter.	County	
Highway	Contract No.	F. A. Project No.	
Contractor		Date Reported	
Submitted by		Laboratory Charges	

REPORT ON SAMPLE OF SOIL + 2½% LIME (ASH GROVE)

Source of material		Data No.	A62617
Sampled or inspected at		Date received	
To be used		Quantity represented	
Sampled or inspected by			

TEST RESULTS

SOIL CONSTANTS

- L. L. T-89
- P. I. T-90
- Sp. Gr. (Le Chat.)
- Sand Equiv. T-176
- Class. M-145
- Organic %
- Nat. Moist. %
- Los Angeles Abrasion T-96
- Grading % Wear
- Oregon Degradation
- P20 %, Ht. in.

Expansion Pressure and "R" Value T-190

Moisture %	12.8	10.1	9.2	8.3	
Exudation Press. psi	4	179	279	549	
Expansion Pres. CT in	0	0	0	0	
Displacement	4.4	5.5	4.5	5.0	
Compaction, psi	10	130	210	302	
"R" Value	56	76	86	87	
Density pcf	121.7	125.5	128.3	128.3	
Water loss ml.	12	4	3	30	
Comp. water loss at blows	20	-	-	-	

Mech. Anal. T-88

Sieve Size	% Total
4	
3	
2	
1½	
1	
¾	
½	
⅜	
¼	
4	
10	
40	
60	
200	
P200	

Moist.-Density Relations
T-99 ☒ T-180 ☐ Harvard ☐

Dry Density pcf	% Moisture
123.7	6.7
130.3	8.4
131.9 LW	10.3
128.5 LW	11.3

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to .02 mm.	%	%
Silt, 0.02 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.	%	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

Remarks R value of the sample treated with 2½% Ash Grove hydrated lime (90% Ca(OH)2 min.) is 80

Engineer of Materials

SP*06056-734

OREGON STATE HIGHWAY DIVISI
Materials Section

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Laboratory Report

Laboratory No. 72 - 13339
Prefix No. 601-1074

Project Richland Inter. - S. Baker Inter.
County
Highway
F. A. Project No.
Contractor
Contract No.
Date Reported
Submitted by
Laboratory Charges

REPORT ON SAMPLE OF SOIL + 5% LIME (ASH GROVE)

Source of material
Data No. A62617
Sampled or inspected at
Date received
To be used
Quantity represented
Sampled or inspected by

TEST RESULTS

SOIL CONSTANTS
L. L. T-89
P. I. T-90
Sp. Gr. (Le Chat.)
Sand Equiv. T-176
Class. M-145
Organic %
Nat. Moist. %
Los Angeles Abrasion T-96
Grading % Wear
Oregon Degradation
P20 %, Ht. in.

Expansion Pressure and "R" Value T-190

Moisture %	13.2	10.4	9.4	8.9	
Exudation Press. psi	4	199	223	362	
Expansion Pres. CT in	0	0	0	0	
Displacement	4.7	5.9	4.4	4.3	
Compaction, psi	10	130	258	350	
"R" Value	58	79	85	88	
Density pcf	119.5	119.7	127.7	127.7	
Water loss ml.	10	200	0	0	
Comp. water loss at blows	15	-	-	-	

Mech. Anal. T-88

Sieve Size	% Total
4	
3	
2	
1½	
1	
¾	
½	
⅜	
¼	
4	
10	
40	
60	
200	
P200	

Moist.-Density Relations
T-99 ☒ T-180 ☐ Harvard ☐

Dry Density pcf	% Moisture
119.8	7.7
127.1	8.3
129.2 LW	10.3
125.4 LW	11.8

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to .02 mm.	%	%
Silt, 0.02 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.	%	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:
- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

Remarks R value of the sample treated with 5% Ash Grove hydrated lime (90% Ca (OH)2 min.) is 84

Engineer of Materials

SP*66056-734

REGON STATE HIGHWAY DIVISI
Materials Section

Page 4 of 7

Laboratory Report

Project	Richland Inter. - S. Baker Inter.	Laboratory No.	72 - 13339
		Prefix No.	601-1074
Highway		County	
Contractor	Contract No.	F. A. Project No.	
Submitted by		Date Reported	
		Laboratory Charges	

REPORT ON SAMPLE OF SOIL + 4% SUN TYPE I & II CEMENT

Source of material		Data No.	A62617
Sampled or inspected at		Date received	
To be used		Quantity represented	
Sampled or inspected by			

TEST RESULTS

SOIL CONSTANTS		Expansion Pressure and "R" Value T-190						Mech. Anal. T-88	
L. L. T-89		Moisture %	9.9	8.9	8.0			Sieve Size	% Total
P. I. T-90		Exudation Press. psi	199	310	478			4	
Sp. Gr. (Le Chat.)		Expansion Pres. CT in	0	0	0			3	
Sand Equiv. T-176		Displacement	4.6	4.2	4.2			2	
Class. M-145		Compaction, psi	161	258	302			1½	
Organic	%	"R" Value	91	92	94			1	
Nat. Moist.	%	Density pcf	123.1	125.8	125.1			¾	
Los Angeles Abrasion	T-96	Water loss ml.	200	5	200			½	
Grading	% Wear	Comp. water						⅜	
Oregon Degradation		loss at blows	-	-	-			¼	
P20 %, Ht. in.								4	
								10	
								40	
Moist.-Density Relations								60	
T-99 ☐ T-180 ☐ Harvard ☐								200	
Dry Density pcf	% Moisture							P200	

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to .02 mm.	%	%
Silt, 0.02 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.	%	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:
- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

Remarks R value of the subbase sample treated with 4% Oregon Sun brand Portland cement is 29.

Engineer of Materials

SP*66056-734

OREGON STATE HIGHWAY DIVIS N
Materials Section

Page 5 of 7

Laboratory Report

Laboratory No. 72 - 13339
Prefix No. 601-1074

Project Richland Inter. - S. Baker Inter.
County
Highway
Contract No.
F. A. Project No.
Contractor
Date Reported
Submitted by
Laboratory Charges

REPORT ON SAMPLE OF SOIL + 2½% LIME (BAKER)

Source of material
Data No. A62617
Sampled or inspected at
Date received
To be used
Quantity represented
Sampled or inspected by

TEST RESULTS

SOIL CONSTANTS
L. L. T-89
P. I. T-90
Sp. Gr. (Le Chat.)
Sand Equiv. T-176
Class. M-145
Organic %
Nat. Moist. %
Los Angeles Abrasion T-96
Grading % Wear
Oregon Degradation
P20 %, Ht. in.

Expansion Pressure and "R" Value T-190

Moisture %	12.4	8.7	7.8		
Exudation Press. psi	4	163	370		
Expansion Pres. CT in	0	0	0		
Displacement	4.5	4.3	4.4		
Compaction, psi	10	210	302		
"R" Value	56	80	84		
Density pcf	121.2	130.0	130.8		
Water loss ml.	25	3	2		
Comp. water loss at blows	10	-	-		

Mech. Anal. T-88

Sieve Size	% Total
4	
3	
2	
1½	
1	
¾	
½	
⅜	
¼	
4	
10	
40	
60	
200	
P200	

Moist.-Density Relations
T-99 ☐ T-180 ☐ Harvard ☐
Dry Density pcf % Moisture

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to .02 mm.	%	%
Silt, 0.02 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.	%	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:
- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

Remarks - R value of subbase sample treated with 2½% Baker lime #72-13849 is 80.

Engineer of Materials

SP*66056-734

OREGON STATE HIGHWAY DIVIS
Materials Section

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Laboratory Report

Laboratory No. 72 - 13339
Prefix No. 601-1074
Project Richland Inter. - S. Baker Inter.
County
Highway
Contract No.
F. A. Project No.
Contractor
Date Reported
Submitted by
Laboratory Charges

REPORT ON SAMPLE OF SOIL + 5% LIME (BAKER)

Source of material
Sampled or inspected at
Data No. A62617
To be used
Date received
Sampled or inspected by
Quantity represented

TEST RESULTS

SOIL CONSTANTS
L. L. T-89
P. I. T-90
Sp. Gr. (Le Chat.)
Sand Equiv. T-176
Class. M-145
Organic %
Nat. Moist. %
Los Angeles Abrasion T-96
Grading % Wear
Oregon Degradation
P20 %, Ht. in.

Moist.-Density Relations
T-99 ☐ T-180 ☐ Harvard ☐
Dry Density pcf % Moisture

Expansion Pressure and "R" Value T-190

Moisture %	12.7	8.0	7.4	6.6	
Exudation Press. psi	4	171	454	605	
Expansion Pres. CT in	0	0	0	0	
Displacement	5.1	4.6	5.3	4.6	
Compaction, psi	10	210	302	350	
"R" Value	43	87	82	88	
Density pcf	121.8	127.6	128.0	129.3	
Water loss ml.	40	75	30	200	
Comp. water loss at blows	10	-	-	-	

Mech. Anal. T-88

Sieve Size	% Total
4	
3	
2	
1½	
1	
¾	
½	
⅜	
¼	
4	
10	
40	
60	
200	
P200	

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to .02 mm.	%	%
Silt, 0.02 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.	%	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:
- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

Remarks R value of subbase sample treated with 5% Baker lime #72 - 13849 is 84.

Engineer of Materials

SP*66056-734

REGON STATE HIGHWAY DIVISI
Materials Section

Page 7 of 7

Laboratory Report

Laboratory No. 72 - 13339
Prefix No. 601-1074

Project Richland Inter. - S. Baker Inter.
County
Highway
Contract No.
F. A. Project No.
Contractor
Date Reported
Submitted by
Laboratory Charges

REPORT ON SAMPLE OF SOIL + 8% LIME (BAKER)

Source of material
Data No. A62617
Sampled or inspected at
Date received
To be used
Quantity represented
Sampled or inspected by

TEST RESULTS

SOIL CONSTANTS
L. L. T-89
P. I. T-90
Sp. Gr. (Le Chat.)
Sand Equiv. T-176
Class. M-145
Organic %
Nat. Moist. %
Los Angeles Abrasion T-96
Grading % Wear
Oregon Degradation
P20 %, Ht. in.

Expansion Pressure and "R" Value T-190

Moisture %	13.3	10.9	8.0		
Exudation Press. psi	4	12	318		
Expansion Pres. CT in	0	0	0		
Displacement	4.7	4.2	4.5		
Compaction, psi	10	10	210		
"R" Value	48	67	87		
Density pcf	119.5	125.9	129.1		
Water loss ml.	75	20	2		
Comp. water loss at blows	-	40	-		

Mech. Anal. T-88

Sieve Size	% Total
4	
3	
2	
1½	
1	
¾	
½	
⅜	
¼	
4	
10	
40	
60	
200	
P200	

Moist.-Density Relations
T-99 ☐ T-180 ☐ Harvard ☐
Dry Density pcf % Moisture

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to .02 mm.	%	%
Silt, 0.02 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.	%	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:
☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Files

Remarks R value of subbase sample treated with 8% Baker lime #72 - 13849 is 86.

Engineer of Materials

SP*86056-734

Form [illegible]—(Rev. 5-72)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

LIME

Laboratory No. 72 - 13849
Data Sheet No. A62669
Prefix 601-1074
Laboratory charge $60.00
F.A. No. I-80N-7(34)301
Date received Aug. 11, 1972
Date reported Aug. 14, 1972

Project Richland Inter. - S. Baker Inter.
Highway Old Oregon Trail
Contractor Ray Kizer, Ray Kizer Const. Co. & Rogers Const. Co. No. 7539
Submitted by E. L. Scrivner
Source of Material Lime Plant, North Baker
Sampled or inspected at Source
To be used Treatment Aggregate Subbase
Sampled or inspected by L. Bradley, 8-8-72
Quantity represented 35,000 tons

Sieve Analysis (Single Sieve)

Residue Retained on the		3.35 MM Sieve		(# 6)	7.6%
"	"	2.00	"	(#10)	3.1%
"	"	0.600	"	(#30)	4.7%
"	"	0.075	"	(#200)	20.2%
				Pass #200	64.4%

Chemical Analysis

Free Moisture (105° C)	14.7%
Loss on Ignition (1100° C)	28.1%
% Residue After Ignition	57.2%
Acid Insoluble Residue	0.2%
$R_2 O_3$ ($Fe_2 O_3 + Al_2 O_3$)	Trace
Calcium as Calcium Hydroxide	74.2%
Calcium Hydroxide based on Residue After Ignition	75.6%

Approx. 10% Unidentified Material.

Unhydrated lime content appears to be insignificant.

REPORT TO:

☐ F.H.W.A.
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Schwartz
X ☐ Resident Engineer Scrivner
☐ District Engineer
X ☐ Files
X V. Moore
X Gregg
X Ray Kizer, Baker

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

The lime used for treatment of subbase #62617, Lab. No. 72-13339.
Calcium hydroxide content is less than 90% required for AASHO M216 - Grade A. However tests with subgrade indicate satisfactory reaction.

5

RECEIVED
FOR FILING
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7539

NOTED
A. L. JOHNSON

August 9, 1972

Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97301

Re: Drainage Protection
City-State Storm Sewer
North Powder-Baker Utility Project
(Richland Interchange-South Baker
Interchange Section)
Old Oregon Trail Highway
Baker County
Utility Project No. I-80N-7(28)284

Dear Sir:

Our construction plans for the Richland Interchange-South Baker Interchange Section calls for a 60-inch culvert crossing under the freeway at "H" Street. This pipe carries water from the highway, city streets and Baldock Irrigation Ditch. The pipe empties into the Baldock Slough. Through the years the Baldock Slough which provided the natural drainage for the area has lost its identity due to cultivation, and the Baldock Ditch now provides the natural drainage.

Adjacent owners, some of whom have no water rights on the Baldock Ditch, have indicated there is a flooding problem now. The faster runoff provided by the highway and city streets storm drainage would greatly increase the flooding. The adjacent owners insist additional means be provided to take care of the potential flooding. This matter was discussed with our Attorney, Mr. Jack Sollis, he advised that the City and State would be liable for damages caused by any additional flooding resulting from the faster runoff of the highway and city street storm water.

Since most of the storm water carried by the 60-inch pipe originated from the city streets, the City agreed to study the problem further and prepare a plan eliminating the flooding. It was agreed at that time that the State would participate in the cost of the work on the basis of the ratio of the City and State drainage water flowing through the 60-inch culvert. It was further agreed that the State's share was 22% of the toal cost of the work as detailed in our Mr. Fillmore's attached letter dated March 29, 1972.

Attached are two copies of a plan and an estimate of cost for eliminating the flooding problem on the Baldock Ditch. This plan has been prepared by the City and provides for a flood control diversion box in the existing ditch one-half mile north of "H" Street. This box will allow any amount of water to be directed in a ditch to be constructed to an old gravel pit. Also, the City plans to clean the existing barrow pit along the county road which will allow any overflow from the gravel pit to flow northerly to a portion of the Baldock Slough that carries drainage to the river. This plan requires the installation of a culvert under the Baker-Homestead Highway, the county road and a private road.

It appears to us that the City's solution to the problem is satisfactory, relatively inexpensive and should eliminate any possible damge claims in the future.

This matter has been discussed with your Mr. R. A. Nichols. He approved the general concept.

Your approval of this plan and participation in the State's share (22% of the total cost of the work) is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

T. W. Litchfield
Railroad and Utility Engineer

PGP:dl

cc: A. E. Johnson
V. L. Gallagher (2)

RECEIVED
AUG 10 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
AUG 10 1972
FOR FILING

7539

Routing
Keasey
Bond
Walker
Johnson
RECEIVED
AUG 14 1972
CONSTRUCTION SECTION
Pease
Glenn
Litchfield
Berg

Contract #. 7539

.CNM

LRW CON LAG 111 8-9-72 2.02 PM

TOM EDWARDS
INFO TO C T KEASEY

RE AGGREGATE SUBBASE SAMPLES BAKER.

8 SAMPLES WERE DELIVERED TO SITES SILVER WHEEL MOTOR FREIGHT ON FRIDAY. THEY DID NOT LEAVE BAKER UNTIL MONDAY AM. THERE IS NO SERVICE OVER WEEKEND. SAMPLES SHOULD BE DELIVERED IN SALEM TODAY. WE WILL NOT WAIT FOR THESE TEST RESULTS BEFORE PROCEEDING. AS SOON AS CONTRACTOR IS READY WE WILL GO WITH THE INFO WE HAVE AND MODIFY AS THESE RESULTS ARE KNOWN.

W E SCHWARTZ
SH24.88.

NOTED
TOM EDWARDS

5

FOR FILING
FORM E-30-X 12-67

7539

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1972

SUBJECT: Aggregate Subbase Samples
Witnessed by R. A. Nichols
Contract #7539

To: E. L. Scrivner
Resident Engineer
P. O. Box 763
Baker, Oregon 97814

Subbase samples #62617 from the Richland Inch.-S. Baker Inch. project have been tested. Standard specification tests were made along with "R" value strength testing "as received" and after treatment with 4.7 percent hydrated lime.

The following is a tabulation of tests results.

Sample	Location Sampled	S.E.	P200	Abrasion	Pass ¼"	"R"	"R" @ 4.7% Lime
#1	2208+75 AH WB	20	8.4	20.5	38	28	70
#2	2208+75 AH EB	21	7.3	23.6	39	31	
#3	2108+50 AH WB	19	8.8	21.2	41	20	74
#4	2206+00 BK WB	18	8.9	23.8	40	18	70
#5	2170+50 BK WB	21	8.0	23.5	40	22	
#6	2136+50 WB	19	7.3	22.3	41	11	
#7	117+00 WB EB	26	7.9	23.4	49	50	
#8	2198+50 BK WB	21	6.0	23.5	38	41	
#9	2092+00 EB	19	11.4	22.8	48	6	

Eight of the nine samples do not satisfy standard specification requirements for aggregate subbase. Sand equivalent values are below the 25 minimum and the percentage passing the #200 sieve is greater than the 8.0 percent maximum. "R" values, indicating load bearing capability, are all less than the 70 minimum used as a design basis for the 0.8 crushed base equivalent quality for aggregate subbase.

Sample #7 which satisfies standard specifications for gradation, abrasion, S.E. and P200 has a 50 "R" value rather than the expected 70. It appears that this is the result of coarse aggregate breakdown or degradation during compaction.

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AUG 4 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

Test results indicate that lime treatment of the non-specification aggregate subbase material will increase the "R" value to the expected level. It appears that a 4% level of treatment is adequate. However, tests are in progress to determine whether a lower lime content will increase strength to the design 70 "R" value. Lab reports #72-10610-18 will be distributed when tests are complete.

JOHN C. JENKINS
Engineer of Materials & Research

By

J. E. WILSON, Jr.
Asst. Engineer of Materials
and Research

JEW:sb

cc: E. S. Hunter
A. E. Johnson
C. T. Massey
W. E. Schwartz
C. J. Gregg

RECEIVED
JUL 31 1972
FOR FILING

7539

July 31, 1972

Western Equipment Company
Box 7487
Boise, Idaho 83707

Attention: Raymond C. Finch
Credit Manager

Gentlemen:

Thank you for your letter of July 19, 1972, informing us that an understanding has been reached between Ray Kiser and Ray Kiser Construction Company and your company and you are releasing your claim filed on June 14, 1972 against Ray Kiser, Ray Kiser Construction Company and Rogers Construction, Inc., on State Highway Contract No. 7539 in Baker County.

We have also received a letter from Mr. Nelson D. Smith, Assistant Manager, Surety Division of The Travelers Indemnity Company dated July 24, 1972, informing us that this claim has been resolved.

This information will be noted in our records and we will advise all interested parties of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CC The Travelers Indemnity Co., Hartford, Connecticut
The Travelers Indemnity Co., Portland
Great American Insurance Company
Ray Kiser, Ray Kiser Constr., Co., & Rogers Constr., Inc.
bc Commission

NOTED ON CARD
7-31-72 dw

THE TRAVELERS

THE TRAVELERS INSURANCE COMPANY · THE TRAVELERS INDEMNITY COMPANY

SURETY DIVISION
DEAN R. PETITT, MANAGER

PORTLAND OREGON OFFICE
707 S.W. Washington Street
PORTLAND, OREGON 97205
Telephone: 224-5770

July 24, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attn: Floyd Query, Secretary
Oregon State Highway Commission

Re: Contract No. 7539-Richland Interchange - South Baker Interchange Section of the Old Oregon Trail in Baker County. Claim by Western Equipment Co.

Dear Mr. Query:

We recently received the enclosed letter from Western Equipment Company indicating that their differences have been resolved between Ray Kizer and Ray Kizer Construction Company and Western Equipment Company. As indicated from this letter they are no longer making formal claim. I would like to ask that this letter go into your permanent files in order that your records will no longer indicate that this claim is in current status.

Thank you for your help in doing what is necessary to clear your records.

Sincerely,

Nelson D. Smith

Nelson D. Smith
Asst. Manager
Surety Division

NDS/pd
encs.

NOTED
FLOYD QUERY

RECEIVED
JUL 25 1972
OREGON
STATE HIGHWAY COMMISSION

Cc

NOTED
C. W. HEAD

HOME OFFICE: HARTFORD, CONNECTICUT

WESTERN EQUIPMENT COMPANY

YOUR CATERPILLAR DEALER

GENERAL OFFICES:
4009 Fairview Ave.
Mailing Address Box 7487
Boise, Idaho 83707
Phone 208/343-5401

STORES:
Mailing Address Box 4640
Pocatello, Idaho 83201
Phone 208/232-2640

Mailing Address Box 400
LaGrande, Oregon 97850
Phone 503/963-3101

Mailing Address Box 377
John Day, Oregon 97845
Phone 503/575-1301

July 19, 1972

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Contract #7539, Oregon State Highway
Richland Interchange - South Baker Interchange
Ray Kizer and Ray Kizer Construction Company - Prime Contractor

Gentlemen:

This letter is notice that an understanding has been reached between Ray Kizer and Western Equipment Company; and we are releasing our claim filed June 14, 1972, under Section 270 b(a) of the Miller Act, against Ray Kizer and Ray Kizer Construction Company and their payment bond covering the above contract.

Notice is being mailed to The Travelers Indemnity Company and Great American Insurance Company as well as copies to Ray Kizer Construction Company.

Please release the filing with the Secretary of State.

Very truly yours,

WESTERN EQUIPMENT COMPANY

Raymond C Finch

Raymond C. Finch
Credit Manager

RCF/ct

cc: Ray Kizer Construction Company
Drawer K
Redding, California 96001

RECEIVED
JUL 21 1972
OREGON
STATE HIGHWAY COMMISSION

Cc ✓

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

WESTERN EQUIPMENT COMPANY

YOUR CATERPILLAR DEALER

GENERAL OFFICES:
4009 Fairview Ave.
Mailing Address Box 7487
Boise, Idaho 83707
Phone 208/343-5401

STORES:
Mailing Address Box 4640
Pocatello, Idaho 83201
Phone 208/232-2640

Mailing Address Box 400
LaGrande, Oregon 97850
Phone 503/963-3101

Mailing Address Box 377
John Day, Oregon 97845
Phone 503/575-1301

July 19, 1972

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

The Travelers Indemnity Company
707 S.W. Washington Street
Portland, Oregon 97205

Re: Contract #7539, Oregon State Highway
Richland Interchange - South Baker Interchange
Ray Kizer and Ray Kizer Construction Company - Prime Contractor

Gentlemen:

This letter is notice that an understanding has been reached between Ray Kizer and Western Equipment Company; and we are releasing our claim, filed June 14, 1972, under Section 270 b(a) of the Miller Act, against Ray Kizer and Ray Kizer Construction Company and their payment bond covering the above contract.

Please do whatever is necessary to clear the record of this claim.

Very truly yours,

WESTERN EQUIPMENT COMPANY

Raymond C Finch

Raymond C. Finch
Credit Manager

RCF/ct

cc: The Travelers Indemnity Company
Fidelity and Surety Department
700 Main Street
Hartford, Connecticut 06103

Ray Kizer Construction Company
Drawer K
Redding, California 96001

RECEIVED
JUL 25 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

FOR FILING

7539

June 28, 1972

Raymond C. Finch,
Credit Manager
Western Equipment Company
4009 Fairview Avenue
Boise, Idaho 83707

Re: Contract No. 7539
Oregon State Highway Department
- Richland Interchange -
South Baker Interchange
Rogers Construction Inc. a joint
venture with Ray Kiser and Ray
Kiser Construction Co.

Dear Mr. Finch:

We acknowledge, without prejudice to any and all rights and defenses under our bond, receipt of your letter dated June 14, 1972.

Our review indicates that our principal, Rogers Construction Inc., is financially and otherwise able to handle his own affairs and, therefore, we should have no reason to become involved as surety.

Very truly yours,

Nelson D. Smith
Asst. Manager
Surety Division

NDS/pd

cc: Rogers Const. Inc.
Oregon State Highway Division

NOTED
LLOYD QUERY

RECEIVED
JUN 29 1972
OREGON
STATE HIGHWAY COMMISSION

S

RECEIVED
JUN 28 1972
FOR FILING

Claim 468

FILED
JUN 21 1972
CLAY MYERS
SECRETARY OF STATE

RECEIVED
JUN 21 8 47 AM '72
CLAY MYERS
SECRETARY OF STATE

1859

OREGON STATE
HIGHWAY DIVISION

7539

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 20, 1972

~~Western Equipment Company~~
~~Box 7487~~
~~Boise, Idaho 83707~~

NOTED ON CARD
6-21-72 kl

Gentlemen:

This is to acknowledge receipt of your letter of June 14 with attached Notice of Claim stating that Ray Kizer and Ray Kizer Construction Company owes you for repair service, furnishing of parts and supplies plus service charges in the amount of $21,292.29.

This appears to be in reference to the Ray Kizer, Ray Kizer Construction Company and Rogers Construction, Inc., Contract No. 7539 for work on the Richland Interchange-S. Baker Interchange Section of the Old Oregon Trail in Baker County.

The Travelers Indemnity Company and The Great American Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
JUN 21 1972
OREGON
STATE HIGHWAY COMMISSION

cc The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

Great American Insurance Co.
Pacific N. W. Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Ray Kizer, Ray Kizer Constr., Co.,
and Rogers Constr., Inc.
P. O. Box 16537
Portland, Oregon 97216

NOTED
C. W. HEAD

bc Commission
Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

WESTERN EQUIPMENT COMPANY

GENERAL OFFICES:
4009 Fairview Ave.
Mailing Address Box 7487
Boise, Idaho 83707
Phone 208/343-5401

STORES:
Mailing Address Box 4640
Pocatello, Idaho 83201
Phone 208/232-2640

Mailing Address Box 400
LaGrande, Oregon 97850
Phone 503/963-3101

Mailing Address Box 377
John Day, Oregon 97845
Phone 503/575-1301

June 14, 1972

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Travelers Indemnity Co. and
Great American Fidelity & Surety Dept.
700 Main Street
Hartford, Connecticut 06103

Re: Contract #7539
Oregon State Highway Dept.
Richland Interchange - South Baker Interchange
Ray Kizer & Ray Kizer Construction Co. - Prime Contractor

Gentlemen:

Pursuant to Section 270 b-(a) of the Miller Act, we hereby present our claim as that claim now exists against Ray Kizer and Ray Kizer Construction Co., Contractor on the above mentioned contract. Our claim is for repair service and the furnishing of parts and supplies plus service charges on past due balances as they become past due. The total amount now due and owing amounts to $21,292.29, and we hereby make demand for payment thereof plus accrued service charges on any balance past due.

We reserve the right, should it become necessary, to sue on the payment bond you have written as surety on the above named contractor for the amount specified herein or the balance thereof at the time of institution of said suit and to prosecute said action to final execution and judgment for the sums due plus accrued charges and reasonable attorney fees thereon.

Very truly yours,

WESTERN EQUIPMENT COMPANY

Raymond C. Finch
Credit Manager

RCF/ct

cc: Oregon State Highway Department

RECEIVED
JUN 8 - 1972
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

bc: G. M. Baldwin
Tom Edwards
F. B. Klaboe
E. A. Johnson
R. L. Schroeder
L. H. Young
Floyd Query, w/attach
C. T. Keasey (please process negotiated contract)
V. E. Skoog, w/check
Rcd by________________

June 7, 1972

7539

City of Baker
P.O. Box 650
Baker, Oregon 97814

Attention: Mr. Vernon Z. Jacobson
City Manager

Dear Vern:

We acknowledge receipt of Check #020353 in the amount of $75,000 to cover City of Baker's estimated cost of the cooperative project on Campbell Street between Ash and Main Streets.

The above-mentioned check and project are subject of an agreement dated July 27, 1971, and we will now negotiate this matter with State's contractor currently in the work area.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D. N. Harwell

D. N. Harwell
Assistant Engineer
County and City Section

DNH:mm
cc: W. E. Schwartz

NOTED
FLOYD QUERY

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 25, 1972

City of Baker
P.O. Box 650
Baker, Oregon 97814

Attention Mr. Vernon Z. Jacobson,
City Manager

Gentlemen:

Under date of July 27, 1971, the City and State entered into an agreement for the reconstruction of the Ash Street-Main Street (Campbell Street) Section, Baker-Copperfield Highway No. 12, in Baker.

The agreement provides for grading, base, drainage, curbs, paving, and a new structure over the Powder River. Costs of the above are to be shared on a 75% State and 25% City basis, with City furnishing the right-of-way.

State's current estimate is approximately $300,000 and, based on this, the City's estimated cost is approximately $75,000.

If all rights-of-way are clear for the contractor to enter the work area, please indicate the City's approval in the space provided below and return two copies of this letter along with the City's check for $75,000 and we will proceed to place this section under construction.

We very much appreciate your cooperation in this and other highway matters in the vicinity and request your inquiry if any questions arise.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D. N. Harwell

D. N. Harwell
Assistant Engineer
County and City Section

APPROVED
CITY OF Baker
BY MAYOR
BY RECORDER
DATE June 5, 1972
Resolution #2242

JUN 7 1972
☐ ENGR. ☑ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

DNH:mm

cc: W. E. Schwartz, Region Engineer

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MAY 25 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem

DATE May 24, 1972

TO F. B. Klaboe
Deputy State Highway Engineer

7539

FROM Tom Edwards
State Highway Engineer

SUBJECT Telephonic Approvals from Chairman Jackson

On this date, Chairman Jackson approved the following:

(1) The Price Agreement procedure on the development of Campbell Street in Baker;

(2) The following demolition contracts:

#1 - J. V. Anderson Excavating Co., SE Division-SE Foster Sec., I-205	$4,040
#2 - Heard Construction Co. NE Sandy-NE Glisan & NE Glisan- SE Division Sections, I-205	$5,250
#3 - Heard Construction Co. NE Glisan-SE Division & SE Division- SE Foster Sections, I-205	$5,750
#4 - R.A.V. Wrecking Co. Ava Avenue-East Burnside Sec., Mt. Hood Freeway	$5,440

TE:ms

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MAY 8 1972
FOR FILING

7539

May 5, 1972

TO: Mr. R. E. Simpson, Division Engineer
Federal Highway Administration

FROM: A. E. Johnson
Assistant State Highway Engineer

542

SUBJECT: Washington Office Bridge Review
of Oregon Projects

Your April 26 letter requested a meeting with our Bridge Section as a follow-up to the May, 1971 bridge design review by the Federal Highway Administration bridge personnel from Washington, D. C.

Our Bridge Section is now re-evaluating the comments from the May, 1971 review and have tentatively set May 22 at 1:30 p.m. as the date and time for a review conference.

If these arrangements are agreeable to Mr. Schell, please have him advise our Bridge Section.

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart

WJH:dh ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 26, 1972

In reply refer to: 10-35.6/407.1

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
ATTN: A. E. Johnson

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

J. Haskell

SUBJECT: Washington Office Bridge Review of Oregon Projects

Bridge Draft cy Johnson 5-3-72

In May and June of 1971 our Washington office bridge section reviewed in-depth several sets of bridge plans. The projects involved were:

Br #9515	~~Campbell Street~~	~~I-80N-7(34)301~~	> 7539
9804	~~Richardson Interchange~~	~~I-80N-7(34)301~~	
7624A	Boons Ferry	I-5-5(47)283	– 7452
—	McAlister Lane	I-80N-6(44)363	– 7366
9738	Borland Road	I-205-7(12)290	> 7151
9738A	Prosperity Park	I-205-7(12)290	
9740			

In July, 1973 Messrs. Harper and Gibeily from our Washington office bridge section came to Oregon to discuss the review and look over some bridge construction. Several items were discussed with your bridge section and the meeting was felt mutually beneficial to all those attending.

After approximately one year we are required to make an itemized summary of action taken on all items contained in the review. This summary should indicate those items adopted, those being considered and those found unacceptable as well as the reasons for their rejection.

A copy of that part of the review concerning the State Highway Bridge Division is attached for your review. Within the next month Mr. Schell would like to confer with your bridge people to answer the items in this review.

Enclosure

NOTED
W. J. HART

RECEIVED
APR 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
MAY 3 1972
BRIDGE DIVISION

5-3-72
REFERRED TO
al

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Oregon Bridge Review

May 1971

I - Preliminary Review - A preliminary (pre-TS&L) review of the type of structure and spans arrangement is essential for the selection of the most suitable and economical structure for a designated crossing. An important function of the preliminary stage is that an effort can be made at diversification in the basic structural concepts, incorporation of desirable aesthetical features, span arrangement and special features designed to meet today's highly emphasized safety criteria, all prior to the State's committment for a particular design. A visit to the proposed project location as part of an overall plan-in-hand review by the Division Bridge Engineer, in company with the State and Consultant representatives, will provide an excellent opportunity for a valuable exchange of ideas, and discussing the most appropriate type of structure. This visit would encompass several bridges being part of one or more projects in the same general area.

Based on the projects reviewed, which included those recommended for review by the Oregon Division Office, it is apparent the State endeavors to provide most of the safety features recommended by AASHO; these include sufficient lateral clearances for recovery of out-of-control vehicles. This review also reflected a conscientious selection of bridge types and geometrics to enhance the current aesthetics features expected of modern bridges for which both the State and the Division Office deserve to be commended.

Since most of the bridges reviewed consist of a continuous superstructure, we have concluded that the design concept utilizing cantilevered end spans has not as yet been considered by the State. This concept has been used many years for bridges in Utah and by the FHWA Western Bridge Design office and may be useful for use by Oregon. It is contingent upon proportioning the end spans at 1/5 of the intermediate spans and providing an approach slab but no support at the end of the cantilever. Recent discussion with FHWA bridge engineers in Regions 7 and 9 indicated that these structures are performing satisfactorily under the prevailing traffic conditions.

The following examples will illustrate the highly advantageous use of alternates including cantilevered end span design for certain locations in lieu of the designed schemes:

1 - Project I-80N-7(34)301

A. Bridge No. 9515 - These structures consist of a one span simple concrete box girder design of 152' and two approach concrete box girders spans of 29'. Of necessity, this arrangement required four long wingwalls which considerably increased the conrete quantity and deck joints at Bents 2 and 3.

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MAY 3 1972
BRIDGE DIVISION

For this situation a contilevered end span design of 30'-150'-30' would be ideally suited because it eliminates the wingwalls and the deck joints; its economical advantages, both initial and future, greatly outweighs those of the present design.

B. Bridge No. 9804 - The plan calls for a two span continuous fabricated plate girder design of 140'-140' and two 21-ft approach spans of simple concrete slab design. In this case, it would have been more economical to use a cantilevered end span design of either steel or concrete with spans of 27'-134'-134'-27'. This will obviate the long wingwalls and eliminate the deck joints and their detrimental effect to the bents. In addition, using positive 4:1 roadway slopes under the bridge to intersect the 2:1 end slopes will reduce the overall bridge length and would allow for the use of a two span continuous plate girder design for spans of approximately 150'-150', supported on monolithic stub abutments and one row of piling.

2 - Project I-5-5(47)283)

Bridge No. 7624A - This bridge consists of a two span continuous concrete box girder design of 141'-133' and has reinforced concrete end spans of 26'. In this case also, a cantilevered end span design of 32'-132'-124'-32' utilizing the same superstructure material and configuration could be feasible and will afford the advantages stated above.

II - Substructure

Foundation exploration is a very important feature in bridge design without which it is difficult to rationalize the type of footing or determine an accurate founding elevation. We note the absence of borings in some projects such as Project I-80N-6(44)363, where the soil pressure under the piers equals 3.8T/sq ft. We would hesitate to determine the size of the spread footings for this project without accurate foundation investigation. On a few projects where borings were taken, we noted the lack of important information such as the size of spoon and number of blows per foot of penetration, etc., which affords an indication of the soil capacity under the substructure units.

2 - In all cases, concrete slope protection is provided under the bridge. In areas where rock is readily available, we recommend using crushed stone (up to 4") on the end slopes as more economical and aesthetically compatible with the surroundings. This recommendation is particularily applicable to locations inaccessible to pedestrians.

3 - The substructure units are generally heavy. We believe that both concrete and piling units could be reduced if substructure units were efficiently designed. For example, Project I-5-5(47)283, Bridge No. 7624A, Bent 3 footing is 7'-3" thick. This thickness appears excessive

RECEIVED
MAY 3 1972
BRIDGE DIVISION

and could be considerably reduced. Also, the bent footings of Project I-205-7(12)290, Bridges No. 9738 and 1938A are supported on twenty 14" prestressed concrete piles. The piles appear rather numerous since they were to be driven to develop 50 ton capacity. The footing of Bent 3, Bridge No. 9740 of the same project could be founded at a considerably higher elevation, particularly as a piling foundation.

III - Superstructure

In general, the superstructure designs are aesthetically pleasing and of such a variety as to interest the traveling public in the different aspect of modern bridges. We have noted the absence of designs utilizing rolled beams, which in most States compare favorably with fabricated plate girders from a standpoint of economy as well as ease in fabrication and erection. We offer the following comments resulting from our review:

1 - We note the webs and bottom flange of cast-in-place box girders are poured monolithically. We would be interested to know if this procedure has developed any construction difficulty.

2 - Some simple prestressed concrete beam spans are designed as continuous for live load. We highly favor this approach particularly since it eliminates deck joints. We do recommend however, the framing at the piers be designed to afford more rigidity and positive connection by means of a single full depth reinforced concrete diaphragm uniting both spans.

3 - The superstructure design of Bridge No. 7624A, Project I-5-5(47)283 allows for a 50 psf future wearing surface. This allowance far exceeds normal design requirements and we question its need.

4 - The standard curb and railings, while not objectionable, afford less safety to out-of-control vehicles than the General Motor type parapet which we would strongly recommend.

IV - General

1 - We question the advisability of using different strength concrete for the same unit. For example the bents of Project I-5-5(47)283 use 4000 psi concrete in the footing and 4500 psi in the shaft. Similarly the superstructure of the same project uses 3300 psi concrete for the box girder, 4000 psi for the deck and 3300 psi for the curbs.

2 - To facilitate plan review, we suggest noting all lateral clearances under the bridge.

RECEIVED
MAY 3 1972
BRIDGE DIVISION

RECEIVED
MAY 8 - 1972

FILING

7539

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

cy to attorney John R. McCulloch Justice Dept for info.
Keasey
5-5-72
cy

DATE April 27, 1972

TO A. E. Johnson
Assistant State Highway Engineer

FROM C T Keasey
C. T. Keasey
Construction Engineer

SUBJECT Revised Right of Way
D. G. Snyder, File No. 42935
Richland Interchange-South Baker Interchange Section
Old Oregon Trail Highway

You will recall on our last trip to Eastern Oregon we looked at the Fireside Restaurant and Nightclub property in east Baker concerning revision of slopes and right of way because of encroachment on the access around the restaurant.

At a recent meeting with the above property owner, Mr. Snyder indicated to Region Engineer Schwartz that the right of way taking would be an issue in the condemnation on this property. The Region has shown a revision in the right of way which is sufficient to contain our construction slopes and will still leave approximately 50 feet between our right of way and the top of the cut bank for his access road. This will provide enough room for the owner to reslope his roadway to reduce the ravel which is now occurring.

I agree with the Region that the condemnation complaint should be amended to describe the right of way as shown on the sketch. If you concur, please forward to Right of Way for revision of description and complaint.

5-5-72 To Floyd Scott
Please proceed to revise R/w line as per attached green line.
and furnish R/w Section.
A E Johnson

RECEIVED
APR 27 1972
OFFICE OF
STATE HIGHWAY ENGINEER

CTK:fw
Enc.
cc W. E. Schwartz

NOTED
A. E. JOHNSON

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 25, 1972

Routing
Keasey
Bond
Walker
Johnson
Pease E
Glenn
Litchfield
Berg

RECEIVED
APR 26 1972
CONSTRUCTION
SECTION

To:
C. T. Keasey
Construction Engineer

SALEM

SUBJECT:
Revised Right-of-Way
D. G. Snyder, File No. 42935
Richland Interchange-South
Baker Interchange Section
Old Oregon Trail Highway
Baker County

At a recent meeting with the above property owner, he indicated that our right-of-way taking was such that he was left with no room to make any improvement to the cut bank behind his business. This property is under condemnation and he indicated that this would be an issue.

Attached is a report and sketch from resident engineer E. L. Scrivner which shows the minimum right-of-way we can get by with. This is shown on the sketch in red. This proposal would leave approximately fifty feet between our right-of-way and the top of the cut bank. This should be ample room for the owner to make any slope improvements he desires.

I would recommend that the complaint be amended to describe the right-of-way as shown on the sketch.

Wendell E. Schwartz
W. E. Schwartz
Regional Engineer

WES:sh
Enclosures

cc H. W. Snell
E. L. Scrivner

FORM 8-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

☐ ☐ ☐ ☐ RME
ROE APR 11 1972 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

April 7, 1972
Baker, Oregon 97814

SUBJECT: D.G. Snyder- R/W #42935
Richland Inch.- S. Baker Inch.
Old Oregon Trail Highway
Baker County
Contract 7539

To: W.E. Schwartz
Regional Engineer
La Grande

Herewith a sketch map showing the normal cut slope line, the proposed daylite cut section slope line and a proposed revised Right of Way line across a portion of the D.G. Snyder property. The top of an existing vertical cut bank is shown just East of the Fireside Cafe parking lot. The present R/W line lies along the edge of this bank, leaving no room for future sloping or lay-back. At present the owner is bothered by sluffing, ravel and general maintenance each spring caused by freezing & thawing weather.

The proposed R/W line would give the owner approximately a fifty foot strip of land between the top of the bank and the R/W line.

~~In the event~~ that the proposed Daylite Section is not ~~utilized it is our recommendation to tie~~ the ~~revised proposed~~ R/W line into the proposed R/W ~~line back of~~ sta.2207. ~~This would eliminate dealing with another property owner for additional R/W.~~ Out.

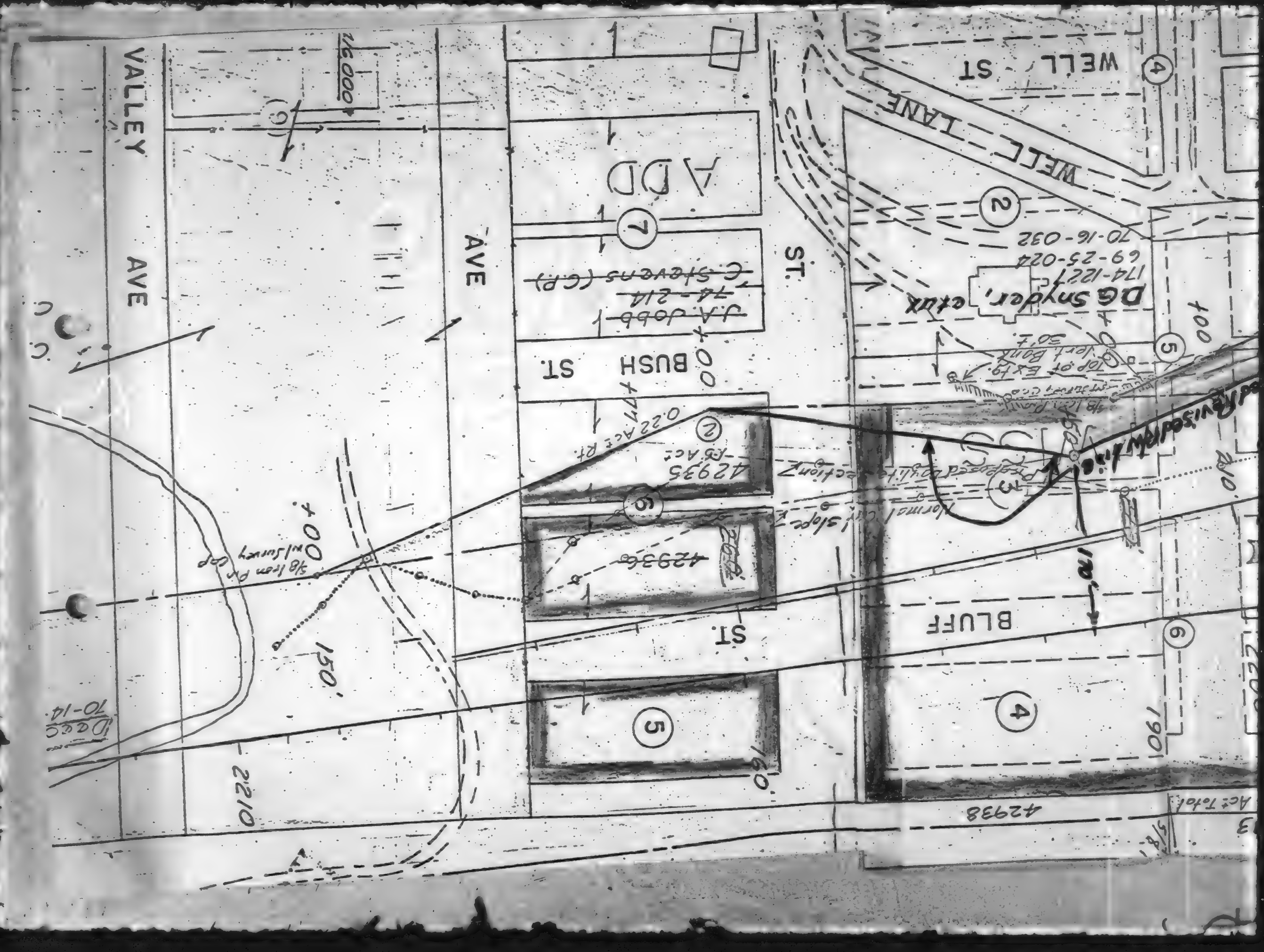
Regardless of which cut section is finally adopted, the revised proposed R/W line will give us sufficient ground to construct either one.

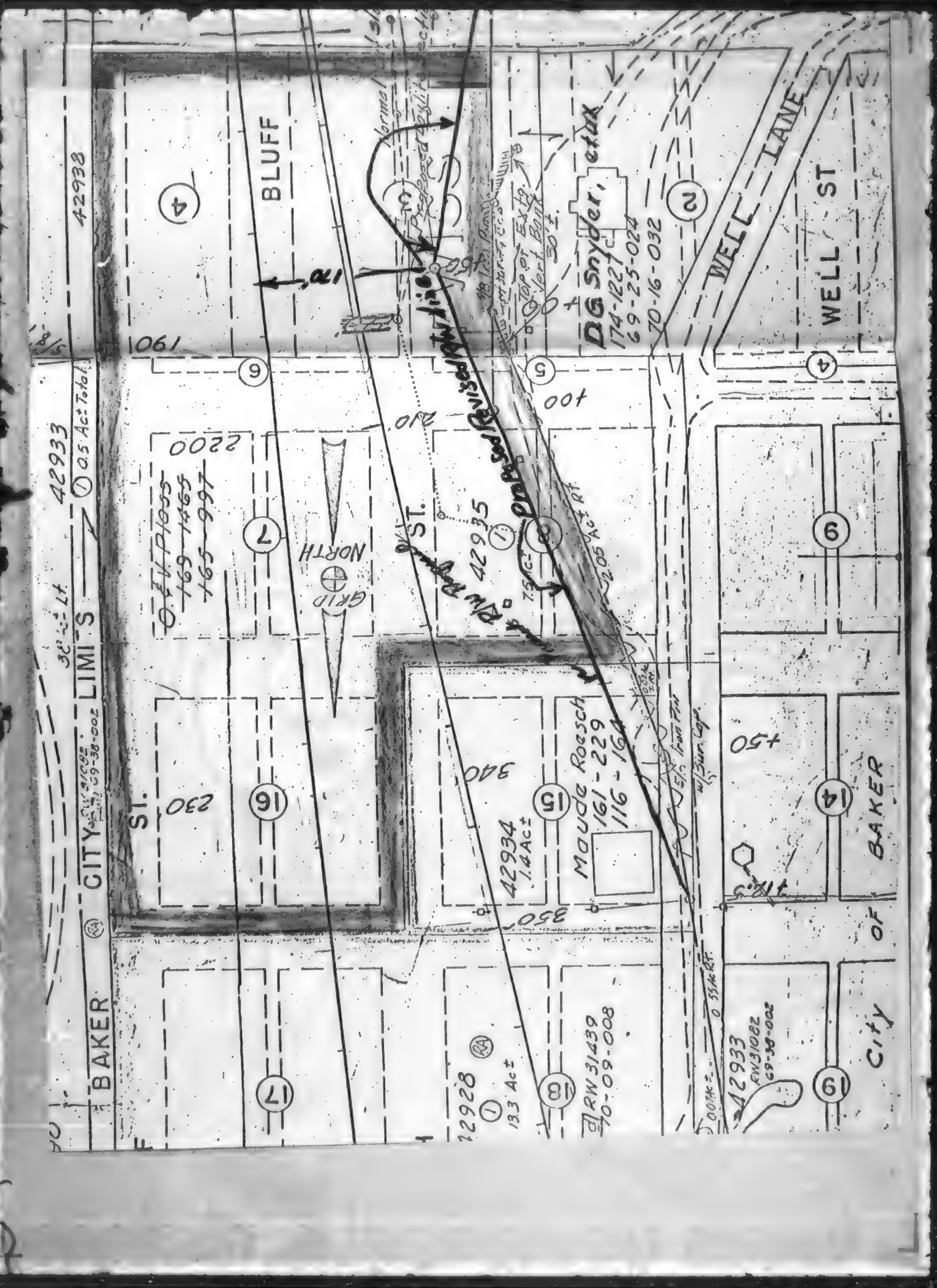
☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE APR 24 1972 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

encls

cc: Bill Snell

Earl L. Scrivner
E.L. Scrivner
Resident Engineer


VALLEY AVE
AVE
BUSH ST.
ST.
BLUFF
ST.
WELL LANE
WELL ST
ADD
⑦
~~J.A. Jobb~~
~~74-214~~
~~E. Stevens (C.P.)~~
DG Snyder, etux
174-1221
69-25-024
70-16-032
②
④
⑤
⑥
③
⑤
④
⑥
⑥
~~42936~~
42935
.15 Ac±
0.22 Ac± Rt.
42938
+00
+00
+00
100
150'
160
190
210
2210
170'
1/2 000
Normal Cut slope
Proposed Daylite Section
Top of Exta. Vert. Bank 30'±
5/8 Iron Pin Cap w/Survey Cap
5/8 Iron Pin w/Survey Cap
Revised R/W Line
Dacc 70-14
Act Total
C
C
3


BAKER CITY LIMITS
42938
42933
① 0.5 Ac± Total
30' Lt
RW 31082 69-38-002
BLUFF ST.
ST.
NORTH
GRID
E.W. Ploss
169-1465
165-997
2200
230
340
350
210
190
120'
400
+50
42935
① 75 Ac.
2.05 Ac± Rt.
42934
1.4 Ac±
Maude Roesch
161-229
116-164
D.G. Snyder, etux
174-1227
69-25-024
70-16-032
Top of Exist. Vert. Bank
Proposed Revised Right of Way Line
Proposed Bypass
WELL LANE
WELL ST
CITY OF BAKER
42928
① 13.3 Ac±
RW 31439
70-09-008
42933
RW 31082
69-38-002
0.55 Ac± Rt.
0.07 Ac±
Iron Pin
w/ Sur. Cap.
4
3
2
6
5
4
7
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9
16
15
14
17
18
19

RECEIVED
APR 12 1972
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

1539

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

April 10, 1972

City of Baker
City Hall
Baker, Oregon 97814

ATTENTION: Mr. Jim Adamson

Re: Additional Water Line Adjustment
Campbell Street (Ash to Main Street)
Baker-Homestead Highway
Baker County

Gentlemen:

Reference is made to our letter dated October 4, 1971, which authorized your work as detailed in your letter of September 22, 1971. Your estimate and sketch map for additional work on this section, as submitted with your letter of March 24, 1972, have been approved by the State. You are hereby authorized to proceed with this work as of April 10, 1972.

Please contact Mr. Richard L. Feller, Resident Engineer, 1405 Washington Avenue, LaGrande, 97850, telephone 963-2040.

Reimbursement for this additional work to be performed on and subsequent to April 10, 1972 will be made subject to the provisions of PPM 30-4 upon receipt of the actual cost billing.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

NOTED
A. E. JOHNSON

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

PGP:dl

cc: ~~A. E. Johnson~~
V. L. Gallagher w/attachment (2)
V. E. Skoog "
W. E. Schwartz " (2)
R. L. Feller "
G. A. Starkey "
H. W. Gerlach "

Note to Mr. Schwartz: Please have a supplemental State Force Order prepared for this work. Return one copy of the estimate and sketch with the order.

RECEIVED
APR 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

7539

STATE COPY

G-1P

Form E-209 (Rev. 11-70)

APPROVED EFFECTIVE DATE 6-22-72
Contingent upon modification of agreement if additional funds are required
BY E J Halecki
TITLE Dist. Engineer
DATE 3-24-72

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Richland Interchange-S. Baker Interchange	Date	February 29, 19 72
Highway	Old Oregon Trail	Contract No.	7539
County	Baker	Prefix	601-1074
Contractor	Ray Kizer & Ray Kizer Const. & Rogers Const. Co.	F. A. Project No.	I-80N-7(34)401
Address	P.O. Box 16537, Portland, Oregon 97216	Order No.	7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Place Linseed Oil Sealant on Deck of Br. #9804

Tx Const. 3-27-72

NOTED
A. E. JOHNSON

RECEIVED
MAR [illegible] 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Location by station numbers:

Br. #9804 ("L" 2107+83)

Estimate of quantities and cost:

Labor(Including Profit)	2280.00
Equipment(Including Profit)	570.00
Material(Including Profit)	950.00
Total	3800.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work wasn't originally anticipated as part of the contract work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$6,156,924.75
Present estimate of project cost, including $3,800.00 for work under this order	$5,957,676.53
Expected under-run ~~XXXXXXX~~ amount	$199,248.22
Expected under-run ~~XXXXXXX~~ per cent	3.5%

Space to right of this line is for use of Salem Office

Submitted by: [illegible] Resident Engineer

Approval Recommended: [illegible] Construction Engineer or Bridge Engineer
OK KUE

Approval Recommended: [illegible] Regional Engineer

Approved For: R E Johnson Construction Engineer

RECEIVED
FEB 22 1972

FOR FILING

I-80N-7(34)201

7539

MEMO TO FILES
February 17, 1972

Re: Ash Street-Main Street Section
Baker-Copperfield Hwy. #12
City of Baker

On July 27, 1971, City of Baker and Oregon State Highway Division entered into a cooperative construction-finance agreement to jointly construct the Ash Street-Main Street (Campbell Street) Section of the Baker-Copperfield Hwy. #12 in Baker.

The agreement provided for grading, base, drainage, curbs, paving and a new structure over Powder River, with costs to be shared on the basis of 75% State and 25% City, excluding right-of-way costs which the City of Baker has obtained.

The State's contractor on the Baker Bypass (I-80N) has agreed to a negotiated contract on the above section by extension of bid items of existing contract, except structural items.

State's current estimate of cost is approximately $245,000 based on a 64-foot curbed street section and a 50-foot long structure (64 feet wide) with a five-foot sidewalk on each side.

The Design and Bridge Sections should immediately formulate the plans, submit to Region 5 for negotiation with contractor, and return negotiated prices to Administration for review and consideration of approval. If approval is not obtained, State will proceed with the project on a normal bid letting procedure.

All parties should move forward on this matter as State's contractor is currently in the work area.

H. S. Cox
County and City Engineer

By

D. N. Harwell

D. N. Harwell
Assistant Engineer

NOTED
A. E. JOHNSON

DNH:ljt

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
F. L. Hall
W. J. Hart
F. D. Morgan
D. H. Moehring
L. H. Young
V. E. Skoog
W. E. Schwartz

RECEIVED
FEB 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 18 1972

FORM 2-30X—30M—5-68 SP*12900-734

FOR FILING

I-80N-7(34)301
7539

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
La Grande, Oregon

February 15, 1972

To: Mr. C. E. Payton
Resident Engineer

BAKER

SUBJECT:
Overcrossing of Campbell Street
Richland Interchange-South Baker
Interchange Section
Old Oregon Trail Highway
Baker County
Contract No. 7539
Bridges No. 9515 and 9515A

We are enclosing one copy of a print showing a manhole detail which was used on Mohawk Road Interchange structure to provide access to the area under the slab span of the abutment. The Bridge Section has proposed that this same detail could be used in the side wall at each end of the structure on Campbell Street.

Please approach your contractor to see what could be worked out for adding this detail to this structure.

W. E. Schwartz
Regional Engineer

R. C. Lang for

By C. O. Fredrickson
Regional Bridge Engineer

NOTED
A. E. JOHNS...

WES:sh
Enclosure

cc A. E. Johnson
W. J. Hart

RECEIVED
FEB 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 16 1972

~~FOR FILING~~

7539

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
February 11, 1972

SUBJECT: Negotiated Contract
Ash Street-Main Street Section
Baker-Copperfield Hwy. #12
City of Baker

To: Mr. F. B. Klaboe
Deputy State Highway Engineer

BUILDING

Pursuant to our discussion of early February, herewith is a suggested draft regarding subject project for Highway Commission consideration at the February 22 meeting.

The overall cost is estimated at approximately $245,000, with State's 75% share being $183,750, which is to come from the State's construction funds.

H. S. Cox
County and City Engineer

By

D. N. Harwell
D. N. Harwell
Assistant Engineer

DNH:ljt

Att.

cc: R. L. Schroeder

NOTED
R. L. SCHROEDER

RECEIVED
FEB 11 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 1? 1972

Form FHWA-[illegible] (12-67)
UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Memorandum

FOR

80N-7(34)301

7539

DATE: February 3, 1972

In reply refer to: 10-35-DA

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : Mr. R. E. Simpson, Division Engineer
Salem, Oregon

Halach

SUBJECT: Oregon Project I-80N-7(34)401
South Baker Interchange
State Force Order No. 2
Total estimated amount of the Order - $778.26
Federal participation - $700.43

To Const. or Bridge
2-14-72

Reference is made to your letter dated January 25, 1972 concerning subject order.

The use of State Forces is approved as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

NOTED
A. E. JOHNSON

Enclosure
SFO #2

NOTED
TOM EDWARDS

RECEIVED
FEB 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

2-11-72
REFERRED TO
Johnson CC Young
BY DEPUTY STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

APPROVED EFFECTIVE DATE 1-19-72
Contingent upon modification of project agreement if additional funds are required
BY
Dist. Engineer
DATE 2-3-72
FEDERAL HIGHWAY ADMINISTRATION

Contract No. 1336
Order No.

STATE COPY

Form A-163 (Rev. 6-70)

G-11

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Date January 11, 1972

Section Richland Int. - South Baker Int.

F.A.P. No. I-80N-7(34) ~~39~~ 401

Highway Old Oregon Trail

Prefix 601-1074 Account No. 274-02

County Baker

Description of Work To Be Done:

Transport to Baker and install neon "SLOW" sign.

Location by Station Numbers:

135+00 (±) (approx. 2500 ft. south of South Baker Int.)

Estimate of Quantities and Costs:

Labor	$ 365.76
Materials	300.00
Equipment	112.50
Total Estimated Cost	$ 778.26

Explanation:

Sign is required due to hazardous condition for westbound traffic passing under the structure at South Baker Interchange.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 6,156,924.75
Present estimate of project cost, including $ 778.26 for work under this order	$ 5,954,555.79
Expected under-run XXXXXXXX (amount)	$ 202,368.96
Expected under-run XXXXXXX (per cent)	3.3%

Space to right of this line is for use of Salem Office

Approval Recommended: For: Construction Engineer or ~~Bridge Engineer~~

Submitted by: Resident Engineer

UTILITY UNIT

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON Phone 378-6511 97310

NOTED
A. E. Johnson

I-80N-7(34)301

7539

January 26, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage N.E.
Salem, Oregon 97310

Re: Water Line Adjustment
(Interstate portion)
Richland Interchange-South Baker
Interchange Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(28)284

Dear Sir:

Reference is made to your letter dated April 24, 1970, which authorized subject work.

Attached is one copy of a bill, which also is an estimate, prepared by the City of Baker covering extra work performed by city forces while installing the 12-inch water main on Campbell Street.

As stated in previous correspondence, the City owned a water main located on Campbell Street which terminated approximately in the center of the proposed interchange. It was subsequently determined that the State was obligated to relocate the main to the easterly side of the interchange to perpetuate the City's fire protection system.

The fire hydrant was installed at Station 127+70 as shown on the attached sketch. The stub-outs were placed just easterly of the hydrant opposite Station 127+92.55. Our new pavement on Campbell Street extends beyond Station 135.

On previous occasions, we have encouraged the City to install any future underground installations before the paving of new construction. Installing the connections now have saved a future cut in the pavement which is a benefit to the project.

Since the connections were installed beyond (easterly) of the fire hydrant, and we were obligated to perpetuate the fire protection system, there may be some doubt as to the technical eligibility of this work. However, we recommend your approval of the State's share of installing the connections ($290.13) for the following reasons:

1. The installation was a benefit to the project as detailed above.
2. The City could have installed the connections just westerly of the hydrant eliminating any question of their eligibility.
3. At the time the connections were installed, the City was unaware that the fire hydrant could be considered the termini of their eligible work.
4. Due to betterment to the City's system, the State's share of the work is only 40.26% ($290.13). We feel the State has received more benefit than that from this installation.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl

cc: A. E. Johnson
V. L. Gallagher
Jess Jones

RECEIVED
JAN 27 '72
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 26 1972
FOR FILING

I-80N-7(34)301
7539

January 25, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Federal-aid Project
No. I-80N-7(34)401

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 2, Contract No. 7539, covering hauling to and installing one neon slow sign at the South Baker Interchange on the Richland Interchange-South Baker Interchange Section of the Old Oregon Trail Highway in Baker County.

This order covers the cost of hauling a state owned sign to the South Baker Interchange and the installation of the sign.

The installation of this sign is necessary to provide additional protection to the traveling public through the construction area. The speed that the freeway traffic approaches the construction zone results in a safety hazard.

The contractor at no cost to the state will set the poles and will furnish equipment for raising the sign into place. State personnel will perform the electrical hookup of the sign.

The estimated cost of this order is $778.26 with Federal participation in the amount of $700.43.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, January 19, 1972.

Your approval as of January 19, 1972 is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

BMW:alc

JAN 20 1972

FOR FILING

I-8CN-7(34)301

7539

Salem, Oregon
January 19, 1972

D. H. Moehring
Right of Way Engineer

BUILDING

Access Road (Fireside Cafe)
D. G. Snyder - R/W No. 42935
Richland Interchange-South
Baker Interchange Section
Old Oregon Trail Highway
Baker County

At the present time, we are in the process of acquiring property under the subject file number by condemnation. Bob Holland, our attorney, has indicated that the access road along our new fill is of vital importance to the owners of the Fireside Cafe.

Indicated on the attached plan is the toe of the fill slope. We have determined that for the short distance where our fill slope would encroach on the access road, the slope can be steepened sufficiently to miss this roadway with no ill effects to our slope. We would eliminate damages to the roadway if the right-of-way and access control lines were changed to the line indicated in green. Would you please arrange for this to be done.

The taking from the Fireside property does not involve all of the area between the new proposed access control and right-of-way line and the original one, and I believe the northerly portion has already been acquired by us.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ja

Attachment

cc Tom Edwards
F. B. Klaboe
F. D. Morgan (enc.)
Bob Holland
W. E. Schwartz
C. D. Hiatt

NOTED
R. C. LANG

NOTED
A. SHIRLEY

972
REC'D DIV. OFFICE

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Baker Oregon
December 31, 1971

SUBJECT: Access Road (Fireside Cafe)
D. G. Snyder - R/W No 42935
Richland Int. - S. Baker Int. Sec.
Old Oregon Trail Highway
Baker County

To: H. S. Coulter
Regional Engineer
La Grande, Oregon

Routing
Morgan mm

RECEIVED
1972
CONSTRUCTION
DIVISION

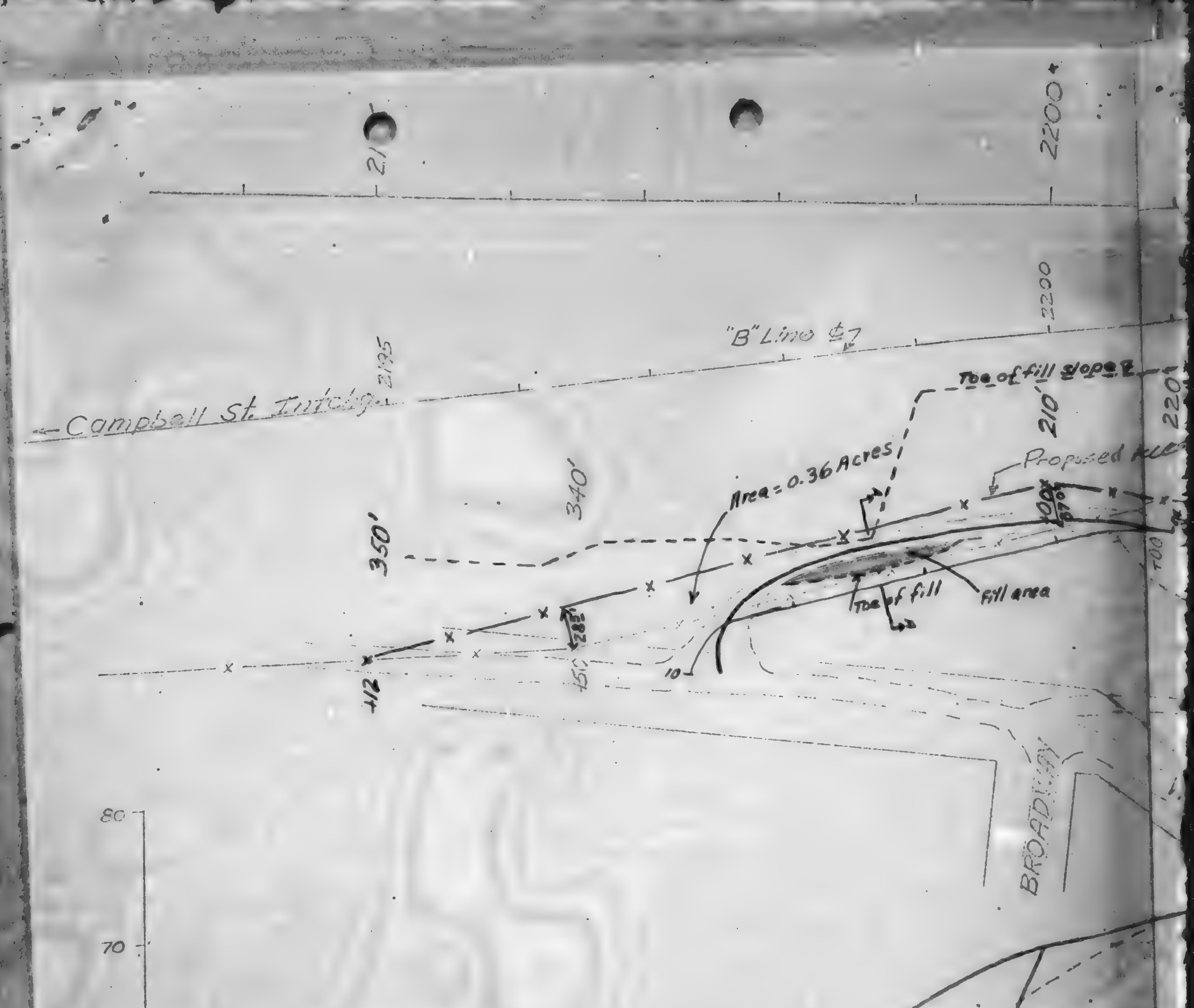
Attention: A. Shirley, Jr.

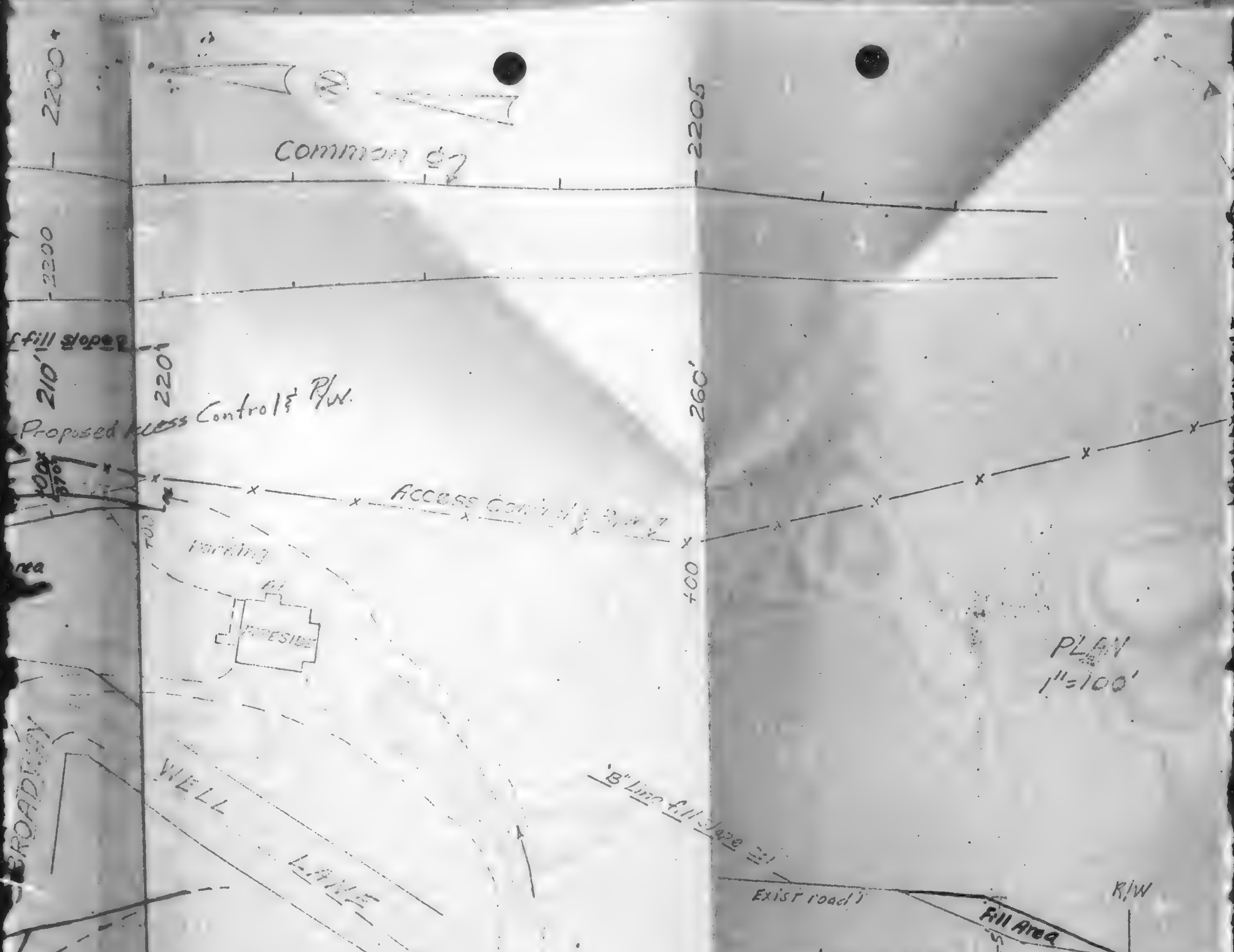
Herewith find sketch map for the subject property with additional information included as requested in correspondence from F. D. Morgan, construction engineer, dated December 21, 1971.

C. D. Hiatt
C. D. Hiatt
Resident Engineer

Enclosure

1/7/72
F.D. Morgan (with sketch)
Herewith data above as requested
Alfred Shirley Jr
Reg Constr Engr


2175
2200
"B" Line ℄
← Campbell St. Intchg.
2175
2200
Toe of fill slope
210
220
Proposed
Area = 0.36 Acres
340'
350'
Fill area
Toe of fill
28'
100'
97'
112
150
10
BROADWAY
80
70
60
50
40
EL. 30
10+00
+50
11+00
12+00
13+00
14%±
Profile exist. road
Profile for red line
Gnd. Line
PROFILE
1" = 50' Hor.
1" = 10' Vert.


2200+
N
Common ℄
2205
2200
fill slope
210'
220'
260'
Proposed Access Control ℄ R/W.
Access Control ℄ R/W
Parking
Fireside
Area
BROADWAY
WELL LANE
WASHINGTON
'B' Line fill slope
Exist road
Fill Area
R/W
section A-A
PLAN
1" = 100'
FILE
Hor.
Vert.

Access Road Sketch
D.G. & G.L. Snyder - R/W # 42935
Richland Intchg. - S. Baker Intchg. Sec.
Old Oregon Trail Highway
Baker County

C.D. Hiatt, Res. Engr.
Dec. 1971

5

RECEIVED
JAN 20 1972
FORM E-30
FOR FILE

I-80N-7(34)301
7539

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
January 17, 1972

To: To whom it may concern

SUBJECT: Reassignment of Duties
Region 5

Effective January 1, 1972 C. D. Hiatt has been assigned as resident engineer to the Weatherby-Lime Contract No. 7352, and the Olds Ferry-North Fork Jacobsen Gulch Section, Contract No. 7670 to replace E. S. Thompson.

At the same time, Mr. E. L. Scrivner has assumed the duties of resident engineer on the Baldock Slough-Richland Interchange Section, Contract No. 7491, and the Richland Interchange-South Baker Interchange Section, Contract No. 7539. Mr. Scrivner will also continue to act as resident engineer on the Powder River-Baldock Slough Section, Contract No. 7516. It is anticipated that some reassignment of duties on these three sections will be made in the spring. Mr. Scrivner will maintain a staff at the following offices:

City Hall, Baker, OR 97814 - P. O. Box 427
2043 Main, Baker, OR 97814 - P. O. Box 763

All data and correspondence pertaining to the two jobs previously assigned to C. D. Hiatt (Richland Interchange-S. Baker Interchange and Baldock Slough-Richland Interchange sections) should be sent to the first address listed above, P. O. Box 427, Baker, Oregon. All data and correspondence on the Powder River-Baldock Slough Section project should be sent to the second listed address, P. O. Box 763, Baker, Oregon.

NOTED
F. B. KLABOE

RECEIVED
JAN 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

W. E. Schwartz
Regional Engineer

By

C. O. Fredrickson

C. O. Fredrickson
Regional Bridge Engineer

COF:sh

cc Floyd Query, Administration Section, Maintenance Section, Traffic Section, Design Section, Bridge Section, R/W Section, Construction Section, Metro office, Program & Planning Section, Lab Section.

NOTED
TOM EDWARDS

Form 2-64-4M

I 80N-7(34)301
7539

STATE COPY

6-1P

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 11-9-71
Contingent upon modification of project agreement if additional funds are required
BY [illegible]
TITLE Dist. Engineer
DATE 2-8-72

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Richland Interchange - South Baker Interchange
Date: January 11, 1972
Highway: Old Oregon Trail
Contract No. 7539
County: Baker
Prefix: 601 - 1074
Contractor: Ray Kizer & Ray Kizer, Roger's Constrution Company
F. A. Project No. I80N-7(34)~~301~~ 401
PO 50 # 290
Address: Baker, Oregon 97814
Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Loading and transporting State 10HP42 steel salvage pile from Richland Interchange to Campbell Street Overcrossing for splices

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FEB [illegible] 1972

To Const. 2-8-72

Location by station numbers:
"L" Sta. 2107 + 83.88 (Bridge No. 9804) to
"L" Sta. 2182 + 85.00 (Bridge No. 9515 & A)

Estimate of quantities and cost:

Labor	$ 93.03
+ 20%	18.60
Equipment	68.25
+ 15%	10.23
Materials	-0-
Total	$190.11

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

Work started and completed on November 9, 1971

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

State salvage cut off pile from Richland Interchange bridge was used to spliceon to Campbell Street Overcrossing pile to supplement piling which were driven beyond order length to obtain required bearing.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 6,156,924.75
Present estimate of project cost, including $ 190.11 for work under this order	$ 5,954,826.24
Expected under-run amount	$ 202,098.51
Expected under-run per cent	3.3%

Space to right of this line is for use of Salem Office

Submitted by: [illegible]
Resident Engineer

OKG.
Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer

Approval Recommended: [illegible]
Division Engineer
Bridge

Approved: R. D. [illegible]
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Office Engineer

SP*23577-734

I-80N-7(34) Richland Interch.-S. Baker 1971
301 Inter. Sec., Old Oregon Trail (Grad.,
#7539 pav., struc., sign. & illum.) #1.

Pre Construction and Utility
data See: Case [redacted] 21-2
I-80
Old Oregon Trail
N. Powder - Baker
1973

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JAN [illegible] - 1972
FOR FILING

I-80N-7(34) 301
7539

OREGON STATE
HIGHWAY DIVISION

Region 5

P. O. Box 850 La Grande, OR 97850 Phone 963-3177

December 27, 1971

Ray Kizer and Ray Kizer Construction Company
Drawer K
Redding, CA 96001

NOTED
A. E. JOHNSON

Gentlemen:

The Highway Division is making some changes in the delegation of the supervision of some projects in this Region. Effective January 1, 1972, the work on the Baldock Slough-Richland Interchange and the Richland Interchange-South Baker Interchange Sections of the Old Oregon Trail Highway, Contract nos. 7491 and 7539, will be under the supervision of Mr. E. L. Scrivner. I know the same excellent cooperation we have experienced in the past between you and Mr. C. D. Hiatt can continue with Mr. Scrivner in the future. There will be no change in the office address in Baker.

May the new year be a happy and prosperous one for you.

Very truly yours,

H. S. Coulter

H. S. Coulter
Regional Engineer

HSC:sh

cc Kizer field office, Baker
Floyd Query
F. D. Morgan
I. D. Merchant
V. E. Skoog
C. D. Hiatt
E. L. Scrivner

Routing
Morgan
Docker
Walker
Johnson

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DEC 28 1971
CONSTRUCTION
DIVISION

12/29/71
Copy to A E Johnson
per F D Morgan
FW

C

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FORM E-30X—50M—2-66 SP*29500-734

FOR FIL

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

I-80N-7(34)301
7539

La Grande, Oregon
December 15, 1971

SUBJECT: Access Road
D. G. Snyder - R/W No. 42935
Richland Interchange - S. Baker
Interchange Section
Old Oregon Trail Highway
Contract 7539

To: Mr. F. D. Morgan
Construction Engineer
Salem, OR

Attached, herewith, is a sketch map and report from C. D. Hiatt, resident engineer on the subject project, concerning the access road to the Fireside Inn at Baker.

Mr, Hiatt recommends that the access control line be shifted as shown in green on the attached sketch; and the access to the Fireside Inn basically would remain as it always has been.

We recommend, and concur with Mr. Hiatt's recommendation that the access control line be changed. It would appear to this office that this would resolve the problems that have arisen in negotiating for the necessary right-of-way with Snyder on this project.

H. S. Coulter
Regional Engineer

By

Alfred Shirley

Alfred Shirley, Jr.
Regional Construction Engineer

NOTED
A. E. JOHNSON

ASJ/bv
Attachments
cc: A. E. Johnson
Bob Holland

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DEC 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon
December 10, 1971

SUBJECT: Access Road
D.G. Snyder - R/W No. 42935
Richland Intchg. - S. Baker Intchg. Sec.
Old Oregon Trail Highway
Baker County

To: H. S. Coulter
Regional Engr.
La Grande, Ore. 97850

Attn: A. Shirley, Jr.

Herewith find sketch map of access road details on the subject section as requested by Mr. F. D. Morgan during his visit to this office on December 8, 1971.

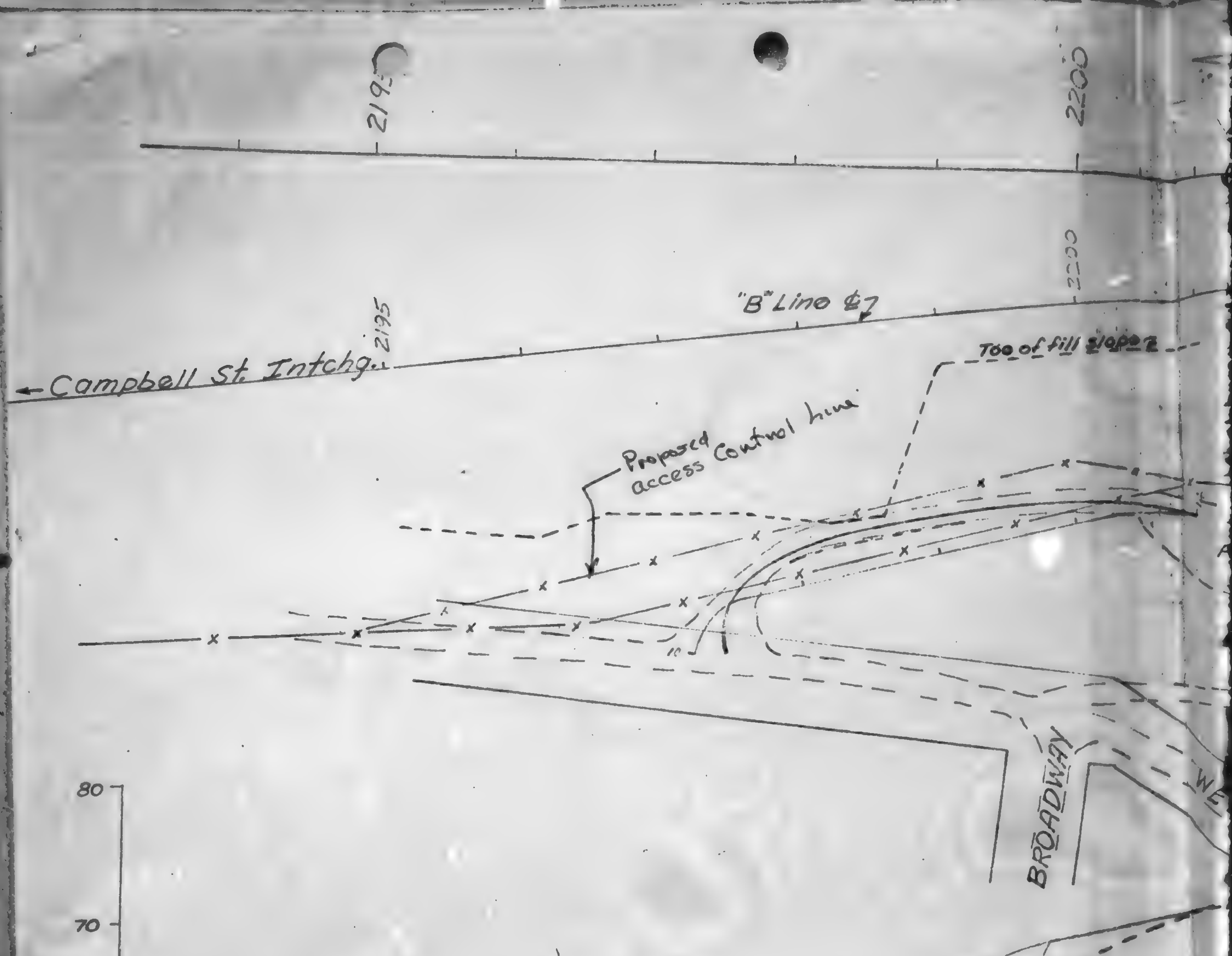
The existing facility is noted in pencil on the sketch with the proposed access road relocation, outside of the Access Control and R/W boundary, shown in blue. Profile of this relocation also noted in blue.

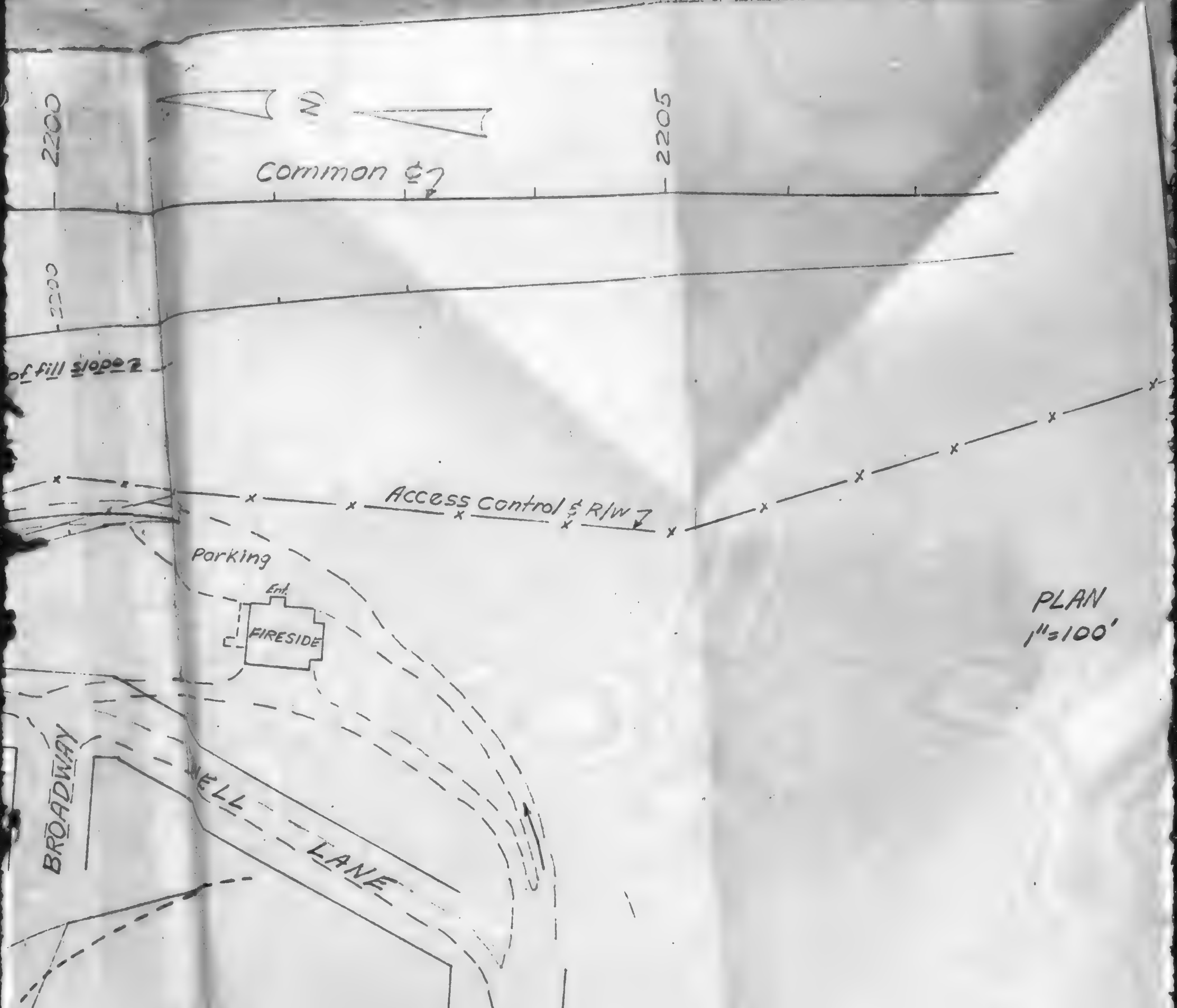
A second proposal, provided the Access Control and R/W fence can be relocated as noted in Green, is indicated in red. This proposal would require a small amount of fill material in the area of the dashed red line along the existing road to regain the roadway width which has been lost due to the "B" line fill slope encroachment. This proposal would permit use of the existing roadway grade and require very little fill material, approx. 200 yds., to obtain the necessary roadway width, compared with approx. 3,000 yds. required to construct a new access road outside of the R/W limits.

If approval can be obtained to adjust the Access Control line and right of way fence in a manner similar to that indicated in green; the second proposal would undoubtedly be the most economical for the State and be more favorable to the property owner.

It should be noted that regardless of the final decision this work, if performed by the project contractor, should be started in the near future as grading work in this vicinity is planned for completion by March 1, 1972. Contract prices could be obtained for this work if started within the above noted period.

C. D. Hiatt
Resident Engr.
Baker, Ore.


2195
2200
2195
2200
"B" Line ℄
← Campbell St. Intchg.
Toe of fill slopes
Proposed access Control Line
BROADWAY
WE
80
70
60
50
40
EL. 30
12%±
Profile exist. roads
Gnd. Line ℄
PROFILE
1" = 50' Hor.
1" = 10' Vert.
50


2200
N
2205
Common ℄
2200
of fill slope
Access Control & R/W
Parking
Ent.
FIRESIDE
BROADWAY
ELL LANE
WASHINGTON
PLAN
1"=100'
PROFILE
1" = 50' Hor.
1" = 10' Vert.

Access Road Sketch
D.G. & G.L. Snyder - R/W # 4293
Richland Intchg. - S. Baker Intchg
Old Oregon Trail Highway
Baker County

C.D. Hiatt, Res. Engr.

Dec. 19

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DEC 9 - 1971
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1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

I-80N-7(34)301
7539

December 8, 1971

Ray Kizer, Ray Kizer Construction Co. &
Rogers Construction Co., Inc.
P.O. Box 16537
Portland, OR 97216

Attn: Mr. Howard W. McInroe

Gentlemen:

Re: Richland Intchge.-S. Baker Intchge.
F.A. Proj. No. I-80N-7(34)301
Contract No. 7539

Reference is made to the EEO compliance review conducted at your field office near Baker on October 28, 1971. At that meeting, it was agreed to by you that you would correct the following deficiencies noted:

1. Trainees would be furnished with a copy of their trainee program.

2. Trainees who have quit or have been discharged are to be provided with a certification showing the type and length of training satisfactorily completed. It is recognized that the AGC is currently developing a certificate which will fulfill this purpose. It is also recognized it may be difficult to locate the present address of some of these trainees in view of the fact that at least one of them has been deported from this country.

3. A method will be developed by which the hours worked may be correlated with the areas of training to be given in the approved trainee programs.

With your assurance of correction, Oregon finds you in compliance with the EEO Special Provisions. Your cooperation in this matter is appreciated.

Your personal action in aiding trainees and apprentices to fulfill their working obligations is commendable.

Very truly yours,

F. D. Morgan
Construction Engineer

By MDGlenn
M. D. Glenn
EEO Engineer

NOTED
A. E. JOHNSON

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DEC 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

MDG:fr
bc: R. E. Simpson
A. E. Johnson
H. S. Coulter
C. D. Hiatt

Form E-123

RECEIVED
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON Phone 378-6517310

7539

October 4, 1971

City of Baker
City Hall
Baker, Oregon 97814

Re: Water Line Adjustment
Campbell Street (Ash-Main Street)
Baker-Homestead Highway
Baker County

ATTENTION: Mr. Jim Adamson

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of September 22, 1971, have been approved by the State. You are hereby authorized to proceed with the work as of October 4, 1971, subject to the provisions of the Cooperative Construction-Finance Agreement entitled Ash Street-Main Street Section, Baker-Copperfield Highway No. 12, (Campbell Street), City of Baker, and approved by the Highway Commission on July 27, 1971.

Please contact Mr. C. D. Hiatt, Resident Engineer, P.O. Box 427, Baker, Oregon 97814, telephone 523-6060, at least 3 days prior to beginning work.

Reimbursement for the work performed on and subsequent to October 4, 1971, will be made subject to the provisions of PPM 30-4 upon receipt of your actual cost billing.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

PGP:dl
cc: A. E. Johnson
V. L. Gallagher w/attachment (2)
V. E. Skoog "
H. S. Coulter " (2)
C. D. Hiatt "
G. A. Starkey
H. M. Fillmore

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OCT 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Note to Mr. Coulter: Please have State Force Order prepared and submitted for this work. Return one copy of Est. and sketch with SFO.

Form E-123

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OREGON STATE
HIGHWAY DIVISION

I-80N-7(34)301
7539

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

September 30, 1971

Ray Kizer, Ray Kizer Construction Co. &
Rogers Construction, Inc.
Box 1233
Pendleton, OR 97801

NOTED
A. E. JOHNSON

Attn: Mr. Howard Mclaroe

Re: Richland Intchge.-S. Baker Intchge.
Old Oregon Trail Highway
F.A. Proj. No. I-80N-7(34)301
Contract No. 7539

Gentlemen:

To confirm our phone conversation, the Oregon State Highway Division will conduct a compliance review of your Corporation with regard to equal employment opportunity. The date is October 28, 1971 at 9 A.M. in your office at Baker.

You and other Corporate officials who are involved with the Corporation's equal employment opportunity policies will be expected to attend. The review will be conducted by D. E. Swan, Oregon State Highway Division. Other representatives from the State and Federal Agencies may attend.

Attached is an outline form which will be used in evaluating your program. You should fill in the information on this form in advance of the compliance review and provide copies of the various exhibits indicated. Also please have available a list of all new hires within the past 60 days showing name, craft and ethnic background.

We will evaluate your affirmative action efforts concerning equal employment opportunity concerning such items as recruitment, training programs, contacts with minority groups, equal employment opportunity meetings and records.

Very truly yours,

F. D. Morgan
Construction Engineer

By DESwan
D. E. Swan
E.E.O. Engineer

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SEP 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DES:fr
Attachment
bc: R. E. Simpson
A. E. Johnson ✓
H. S. Coulter
C. D. Hiatt

Form E-123

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I-80N-7(34)301
7539

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 14, 1971

SUBJECT: Deck Waterproofing
Richland Intch. Structure
Richland Intch.-S. Baker
Intch. Section
Old Oregon Trail Highway
Contract 7539

To:

Mr. H. S. Coulter
Region Engineer

LA GRANDE

Attention Mr. C. O. Fredrickson
Region Bridge Engineer

NOTED
A. E. JOHNSON

Approval has been received from the Federal Highway Administration to place a deck waterproofing on the Richland Interchange structure on the subject section.

This structure should receive a linseed oil deck sealant. A copy of the specifications for this waterproofing system is attached.

A copy of the contract revision authorization covering this addition to the contract is also attached. Please prepare a price agreement to have this work done under the contract.

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Administration Engineer

WJH:dh
Attachments

cc A. A. Rear /w/ attach.
John Bond /w/ attach.
Herb Schell /w/ attach.
A. E. Johnson

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SEP 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 14 1971

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
JAMES W. WHITTAKER, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
J. PAT METKE, Member
FRANK A. MOORE, Member
JOHN W. McKEAN
State Game Director

7539

September 10, 1971

RECEIVED
SEP 13 1971

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sir:

We have reviewed the prospectus for project:

Main Street-Ash Street (Baker) Section
Baker-Copperfield Highway, Baker County

There will be no problems from a wildlife or fishery standpoint on this project, and it is approved.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. FCO

cc's sent 9-13-71
F. B. Klaboe
H. L. Young
W. J. Hart
C. G. Swenson
F. E. Terpin
W. H. Tebeau
H. S. Coulter (2)

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SEP 13 1971
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STATE HIGHWAY ENGINEER

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SEP 9 - 1971
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7539

5

PRE FIX NO. 1-1424

9 7 71

ADDENDUM "A" TO LOCATION PROSPECTUS
MAIN STREET-ASH STREET (BAKER) SECTION
BAKER-COPPERFIELD HIGHWAY
BAKER COUNTY

This addendum is submitted to correct the location prospectus dated August 31, 1971 concerning the above-named section.

PARAGRAPHS 1 THROUGH 13: Correct as per original prospectus.

PARAGRAPH 14: Delete and substitute the following:

PARKS: The Geiser Pollman Park lies southerly of and adjacent to this project.

September 7, 1971

cc: Oregon State Game Commission
Fish Commission of Oregon
Federal Highway Administration (3)
H. S. Coulter (3)
R. L. Porter
F. B. Klaboe
A. E. Johnson
E. S. Hunter
V. D. Wolfe
R. N. Bothman
F. B. Crandall
F. L. Hall
I. D. Merchant (4)
D. H. Moehring (3)
F. D. Morgan
L. H. Young
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J. Johnson
A. D. Olson
R. E Olson
R. W. Prentiss
J. A. Rowland
R. E. Royer
C. G. Swenson
W. H. Tebeau
F. E. Terpin
G. C. Wills
F. W. Yarbrough (2)

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STATE HIGHWAY ENGINEER

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

1859

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September 7, 1971

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

Dear Sir:

Attached is Addendum "A" to location prospectus on the Main Street-Ash Street (Baker) Section of the Baker-Copperfield Highway in Baker County.

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

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SEP 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Attach
FLH:jp
cc: F. B. Klaboe

5

SEP 7 - 1971

1859

OREGON STATE
HIGHWAY DIVISION

7539

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

September 2, 1971

Mr. John McKean
State Game Director
Oregon State Game Commission
Post Office Box 3503
Portland, Oregon 97208

Attention: Mr. R. O. Koski

Dear Sir:

To satisfy requirements of the Federal Highway Administration in their Instructional Memorandum 21-5-63 dated June 12, 1963, herewith the following prospectus for location survey proposed by the Oregon State Highway Division:

Main Street-Ash Street (Baker) Section
Baker-Copperfield Highway, Baker County

Very truly yours,

R. L. Porter
State Highway Engineer
Original signed by
By Frank L. Hall

Frank L. Hall
Design Engineer

Attach.
cc: F. B. Klaboe
L. H. Young
W. J. Hart
C. G. Swenson
F. E. Terpin
W. H. Tebeau
H. S. Coulter (2)

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STATE HIGHWAY ENGINEER

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SEP 14 1971
OFFICE OF
HIGHWAY ENGINEER

SEP -7 1971
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FISH COMMISSION
_Director
_Asst. Director
_Fiscal Officer
_Spec. Asst.
_Auditor
_Fish Culture
_Research
✓ Engineering

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

September 2, 1971

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

cc's sent 9-14-71
F. B. Klaboe
L. H. Young
W. J. Hart
C. G. Swenson
F. E. Terpin
W. H. Tebeau
H. S. Coulter (2)

Dear Sir:

To comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963, attached is the following location prospectus proposed by the Oregon State Highway Division:

Main Street-Ash Street (Baker) Section
Baker-Copperfield Highway, Baker County

NOTED
F. B. KLABOE

RECEIVED
SEP 13 1971
DESIGN SECTION

Swenson
R. Olsen
Trout
Do Not File ☐
Keep ☐
Return To
Other

Very truly yours,

R. L. Porter
State Highway Engineer

By Frank L. Hall
Frank L. Hall
Design Engineer

SNR 9-10-71

Dear Frank,

Attach This section of the Powder River is abov the reach of anadromous fish thus water quality should be maintained for the residen fish populations.

Burt Carnegie.

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SEP 3 1971

[illegible]
7559

PREFIX NO. 1-1424

8-31-71

NOTED
R. L. PORTER

LOCATION PROSPECTUS
MAIN STREET-ASH STREET (BAKER) SECTION
BAKER-COPPERFIELD HIGHWAY
BAKER COUNTY

HIGHWAY: Baker-Copperfield. State Highway No. 12; Federal-aid Secondary No. 525.

TERMINI: The westerly terminus is at Main Street (Mile Point 0.24.) The easterly terminus is at Cedar Street (Mile Point 0.62.)

LENGTH: 0.38 mile.

PROGRAM: Co-operative project.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for widening of the existing facility. State to prepare a bridge vicinity map and do the foundation work at the Powder River. Soils investigations will be conducted. Drainage problems, if any, will be resolved. An economic analysis is not needed at this time. Studies of the past high water data will be made to determine if the design of this project will be affected. This project lies within the city limits of Baker.

CHARACTERISTICS: Present ADT is 4,000; projected ADT is 8,500.

TYPICAL SECTION: 64-foot curb-to-curb city street section comprising of four 12-foot travel lanes and 8-foot shoulders.

ACCESS: Limited to location.

STRUCTURE: New structure to have 64-foot horizontal clearance.

ADD'L FACILITIES: None.

MATERIAL: Suitable material will be located and referenced to the project.

UTILITIES: Utility adjustments will have to be made.

AGREEMENTS: Co-operative agreement with City of Baker.

PARKS: None.

August 31, 1971
Attachment
cc's

cc: Oregon State Game Commission
Fish Commission of Oregon
Federal Highway Administration (3)
H. S. Coulter (3)
R. L. Porter
F. B. Klaboe
A. E. Johnson
E. S. Hunter
V. D. Wolfe
R. N. Bothman
F. B. Crandall
F. L. Hall
I. D. Merchant (4)
D. H. Moehring (3)
F. D Morgan
L. H. Young
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J. Johnson
A. D. Olson
R. E. Olson
R. W. Prentiss
J. A. Rowland
R. E. Royer
C. G. Swenson
W. H. Tebeau
F. E. Terpin
G. C. Wills
F. W. Yarbrough (2)

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SEP 2 1971
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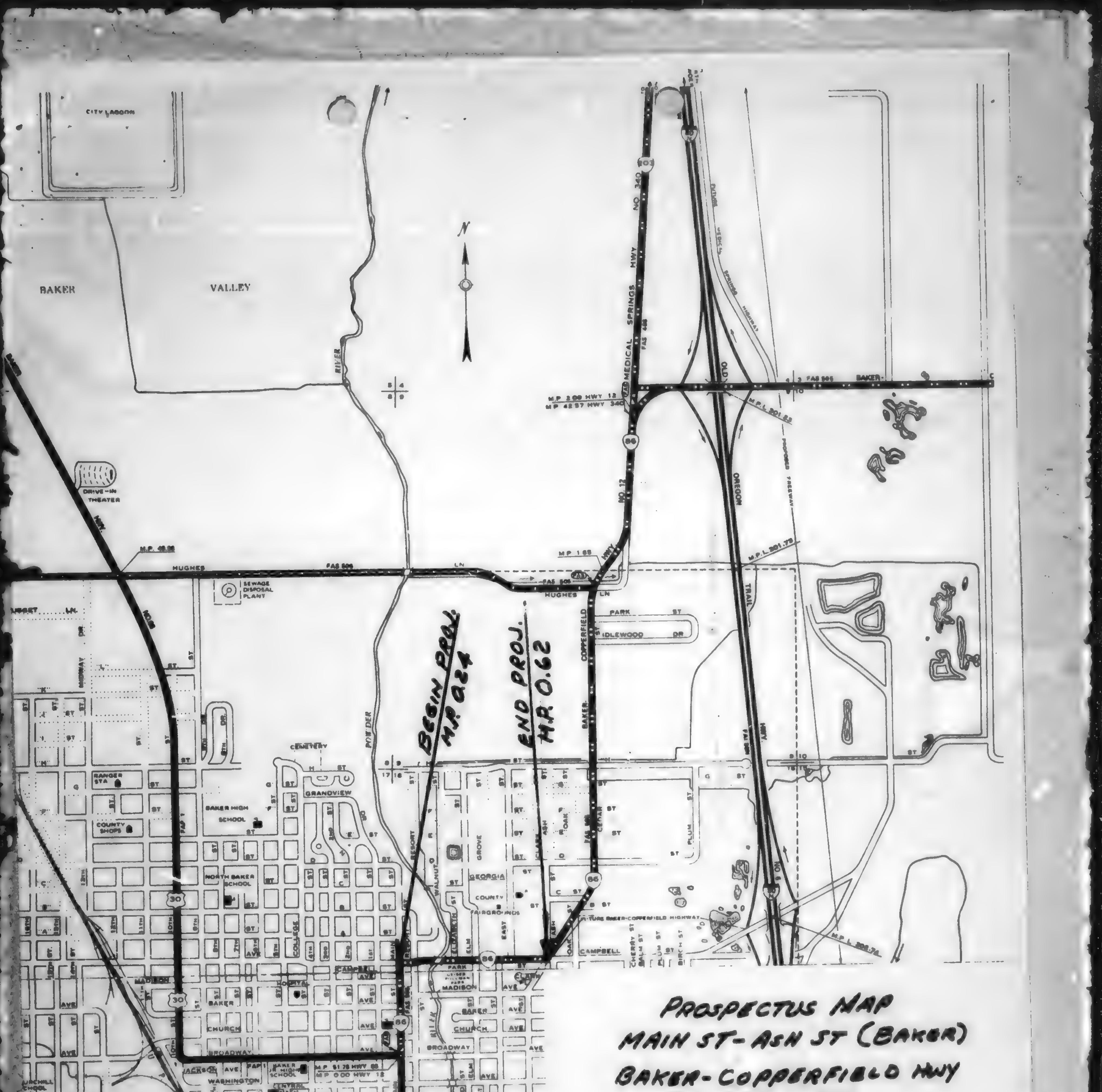
STATE HIGHWAY ENGINEER


CITY LAGOON
BAKER
VALLEY
N
POWDER RIVER
DRIVE-IN THEATER
MEDICAL SPRINGS HWY NO 340
FAS 466
M.P. 2.09 HWY 12
M.P. 42.57 HWY 340
FAS 505
BAKER
OLD OREGON TRAIL HWY
M.P.L. 301.83
M.P. 1.65
HUGHES LN
FAS 506
M.P. 48.06
M.P.L. 301.73
SEWAGE DISPOSAL PLANT
PARK ST
IDLEWOOD DR
BAKER-COPPERFIELD HWY
BEGIN PROJ. M.P. 0.24
END PROJ. M.P. 0.62
CEMETERY
GRANDVIEW
RANGER STA
BAKER HIGH SCHOOL
COUNTY SHOPS
NORTH BAKER SCHOOL
GEORGIA
COUNTY FAIRGROUNDS
CAMPBELL
MADISON
BAKER
CHURCH
BROADWAY
WASHINGTON
COURT
VALLEY
AUBURN
ESTES
CARTER
GRACE
MYRTLE
TRACY
CLIFF AVE
HILLCREST
BRIDGE ST
SPRING GARDEN AVE
ELM
CLARK
STATE POLICE
O.S. HWY SHOPS
KATHRYN LN PARK
RESORT
WALNUT
MAIN
ASH
OAK
CHERRY ST
BIRCH ST
PLUM ST
30
86
7
M.P. 51.78 HWY 66
M.P. 0.00 HWY 12
M.P. 48.01 HWY 12
M.P.L. 300.78
32'
32'

PROSPECTUS MAP
MAIN ST - ASH ST (BAKER)
BAKER-COPPERFIELD HWY
CAMPBELL ST.
BAKER COUNTY

TYPICAL SECTION
AUG. 1971

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SEP 28 1971

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7539

50

July 29, 1971

7-27-71

MISC. CONTRACTS and
AGREEMENTS No. 7270

City of Baker
P. O. Box 650
Baker, Oregon 97814

Attention: Vernon Z. Jacobson
City Manager

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning improvement of Ash Street-Main Street (Campbell Street) Section on the Baker-Copperfield Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(conf. agree. att.)

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

July 19, 1971

SUBJECT: Coop. Construction-Finance Agreement
Ash Street-Main Street (Campbell
Street) Section
Baker-Copperfield Hwy. No. 12
City of Baker

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached hereto for your consideration are three copies of an agreement which have been signed by City of Baker's officials and a draft of a letter suggested for presentation to the Highway Commission.

The City requests that they be given six months from the start of construction before being required to pay their share of the project. Estimated total cost is $240,000, plus right-of-way; State share being $180,000, and the City's share being $60,000, plus right-of-way.

Please study the provisions and if acceptable to you, sign and forward to the Highway Commission Secretary for placement on the agenda of the July 27 Commission meeting.

Mainor C. Holmes
Mainor C. Holmes
Office Engineer
County and City Section

MCH:ljt

Att.

RECEIVED
JUL 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52675-734

"Center of Oregon's Adventureland"

CITY OF BAKER OREGON

P.O. Box 650
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

July 16, 1971

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

Enclosed herewith for your consideration are three signed copies of the Construction-Finance Agreement with Resolution No. 2207 authorizing the Mayor and City Recorder to sign this agreement on that portion of the Baker-Copperfield Highway No. 12 from Main Street to Ash Street.

The City does at this time have funds available for its share of the cost of the Powder River Bridge; however, we would ask that we be given six months from the start of construction in order to pay the remaining share.

The City will initiate a Street Improvement Program as soon as estimates are received from the State. Campbell Street is included in the City's Serial Levy Paving Program and funds will be available by January 1st for the City's cost of the project. We would otherwise have to borrow; however, we request the completion of this project and whatever you feel is fair we will do.

Thank you for all your help. We appreciate your cooperation.

Very truly yours,

THE CITY OF BAKER

Vernon Z Jacobson
Vernon Z. Jacobson
City Manager

RECEIVED
COUNTY & CITY SECTION
JUL 19 1971
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ [illegible]
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

VZJ:vhl

RECEIVED
SEP 22 1971

FOR FILING
I-80N-7(34)301
7539

Salem, Oregon
July 29, 1971

Agenda Items 5m and 5n
July 27 Commission meeting

Mr. F. D. Morgan
Construction Engineer

Attention: Ted Litchfield

MISC. CONTRACTS and
AGREEMENTS No. 4272

Attached for further handling is one copy each of an agreement with Cranston-Highes Ditch and Williams-McDougall Ditch covering the reconstruction of their irrigation facilities in conflict with the Richland Interchange-South Baker Interchange Section of I-80N in Baker County.

We have retained fully executed copies of each agreement for the Commission's files.

Floyd Query, Secretary

fkm
Att.

RECEIVED
SEP 22 1971

FOR FILING

I-80N-7(34) 301
7539

Salem, Oregon
July 29, 1971

Agenda Items 5m and 5n
July 27 Commission meeting

Mr. F. D. Morgan
Construction Engineer

Attention: Ted Litchfield

MISC. CONTRACTS and
AGREEMENTS No. 4271

Attached for further handling is one copy each of an agreement with Cranston-Higbee Ditch and Williams-McDougall Ditch covering the reconstruction of their irrigation facilities in conflict with the Richland Interchange-South Baker Interchange Section of I-80N in Baker County.

We have retained fully executed copies of each agreement for the Commission's files.

Floyd Query, Secretary

fkm
Att.

I-80N-7(34)301

Form E-200—5M

STATE COPY 8-1P

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 7-7-71
Contingent upon modification of project agreement if additional funds are required
BY G. L. Green
TITLE Engineering Coordinator
DATE 8-19-71
FEDERAL HIGHWAY ADMINISTRATION

7539

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Richland Interchange - South Baker Interchange
Date 7-26 71
Highway Old Oregon Trail
Contract No. 7539
County Baker
Prefix 601-1074
Contractor Ray Kizer, Ray Kizer Const. Co. & Rogers Const. Inc.
F. A. Project No. I-80N-7 (34) 301
Address Portland, Oregon
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Re-install R/W fence at correct location.

Location by station numbers:

2225+00 to Equa. 2229+38.45 P.O.T. Bk. = 2190+00.00 P.O.T. Ahd.

Equa. 2229+38.45 P.O.T. Bk. = 2190+00.00 P.O.T. Ahd. to 2200+00 (East side)

Estimate of quantities and cost:

Labor	$225.00
Equipment	80.00
Materials	20.00
Percentage Allowances	60.00
	$385.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Right of Way fence installed at incorrect location due to Survey error.
Work has not started 7 - 26 - 71.

NOTED
TOM EDWARDS

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$6,156,924.75
Present estimate of project cost, including $385.00 for work under this order	$5,910,647.76
Expected under-run ~~over-run~~ amount	$246,276.99
Expected under-run ~~over-run~~ per cent	4.5

Space to right of this line is for use of Salem Office

Submitted by: C. D. Hiatt
C. D. Hiatt Resident Engineer

Approval Recommended: Alfred Shelby
Division Engineer

Approval Recommended:
Construction Engineer or ~~Bridge Engineer~~

Approved
~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer~~

8/23

RECEIVED
JUL 22 1971
FOR FILING

7539

July 20, 1971

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the July 27 Commission meeting will be a cooperative construction-finance agreement concerning improvement of the Ash Street-Main Street (Campbell Street) Section of the Baker-Copperfield Highway in the city of Baker.

This agreement provides for the State and the City to share the cost of the project on the basis of 75 percent State-25 percent City. This includes grading, draining, paving, base and curbs, and a new bridge across the Powder River. The City is required to obtain the necessary right-of-way. The adjustment of utilities will be handled cooperatively in the usual manner.

The City has requested that we proceed with the project as quickly as possible. The City will deposit one-half of their 25 percent share prior to construction and the remainder by December 31, 1971.

The estimated cost is $240,000, which does not include right-of-way (State's share $180,000, City's share $60,000, plus right-of-way).

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
I. D. Merchant
F. D. Morgan
L. H. Young
V. E. Skoog
F. L. Hall
H. S. Cox
H. S. Coulter

MCH:ljt fn

RECEIVED
JUL 22 1971
FOR FILING

I-80N-7(34) 301
7539

July 20, 1971

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the July 27 meeting an agreement between the State and the joint owners of the Williams-McDougall Ditch, collectively called "Participants", covering the reconstruction of their irrigation facilities in conflict with the Richland Interchange-South Baker Interchange Section of I-80N in Baker County.

The work consists of the construction of two 5'x3' reinforced concrete box culverts, one under the freeway with a trash rack on the inlet end and the other under the frontage road. This work is included in our contract and will cost an estimated $22,000.

The State will perform structural maintenance of the above-mentioned facilities and the Participants will perform all operational maintenance of their facilities covered by this agreement. Maintenance must be performed from outside the access control lines.

The agreement further provides that the Participants will deed to the State all their rights within the right-of-way in exchange for a perpetual right to operate and maintain that portion of the above-described facilities lying within the highway right-of-way. In the event future adjustment of the Participants' facilities covered by this agreement are required by the State, such adjustment will be performed at State expense.

There are 19 participants. One of these, James McEuree, refused to sign the agreement. He insisted that in spite of the fact that the box culverts were designed to be virtually maintenance free, the State should agree to perform the operational maintenance of the structures.

This matter was discussed with Jack Sollie, Assistant Attorney General and Counsel, and he advised that inasmuch as the adjusted irrigation facilities do not occupy Mr. McKaree's property, we should complete the execution of the agreement. We do not anticipate any further action by Mr. McKaree.

I recommend your approval and request that the Secretary be authorized to sign the agreement for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan (Attn: T. W. Litchfield)
V. E. Skoog
L. H. Young
H. S. Coulter

PGP:dl fn

RECEIVED
JUL 20 1971
FOR FILING

I-80N-7(34)301
7537

July 19, 1971

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the July 27 meeting an agreement between the State and the joint owners of the Cranston-Hughes Ditch, collectively called "Participants", covering the reconstruction of their irrigation facilities in conflict with the Richland Interchange-South Baker Interchange Section of I-80N in Baker County.

The work consists of installing 470 feet of 42-inch irrigation pipe under the freeway, with a trash rack on the inlet end. The work is included in our contract and will cost an estimated $17,000.

The State will perform structural maintenance of the above-mentioned facilities and the Participants will perform all operational maintenance of their facilities covered by this agreement. Maintenance must be performed from outside the access control lines.

The agreement further provides that the Participants will deed to the State all their rights within the highway right-of-way in exchange for a perpetual right to operate and maintain that portion of their above-described facilities lying within the highway right-of-way. In the event future adjustment of the Participants' facilities are required by the State, such adjustment will be performed at State expense.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan (Attn: T. W. Litchfield)
V. E. Skoog
L. H. Young
H. S. Coulter
PGP:dl fn

bc Tom Edwards
F. B. Klaboe
A. E. Johnson
V. D. Wolfe
F. D. Morgan
L. H. Young
Frank Hall
H. S. Coulter (w/att.)

RECEIVED
JUL 8 - 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION
~~HIGHWAY BUILDING~~ • • • SALEM, OREGON • • • 97310

7539

July 7, 1971

Mr. Vernon Z. Jacobson
Baker City Manager
City Hall
Baker, Oregon 97814

Dear Mr. Jacobson:

Enclosed herewith for your consideration are four copies of a proposed cooperative construction-finance agreement concerning the improvement of the Ash Street-Main Street Section of the Baker-Copperfield Highway (Campbell Street), lying entirely within the corporate limits of the City of Baker.

This proposed agreement generally provides for the State and the City to share the cost of the project on the basis of 75% being paid by State and 25% being paid by City, and includes drainage, grading, base, curbs, paving, and a new bridge crossing the Powder River. The City is required to obtain the necessary right-of-way, and the relocation or adjustment of utility facilities will be handled cooperatively in the usual manner. Actual construction of the proposed project must, of necessity, depend on the availability of funds, but will be scheduled as quickly as possible.

Please study the provisions contained in the agreement and, if acceptable to you, present it to the City Council with your recommendation of approval. Request the Council to adopt a resolution authorizing the Mayor and Recorder to enter into the agreement. Forward three signed copies of the agreement and resolution to this office for presentation to the Highway Commission. Following certification by the Highway Commission Secretary, a fully executed copy will be returned for the City's permanent records. In the interim, the fourth copy should be retained for your reference.

If we can be of any assistance whatever concerning this, or any other, matter, please feel free to call 378-6514.

NOTED
TOM EDWARDS

Very truly yours,

R. L. Porter
State Highway Engineer

RECEIVED
JUL 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

By
Mainor
for H. S. Cox
County and City Engineer

MCH:lat
Encl.

Form E-123

RECEIVED
JUL 15 1971
FOR FILING

7534

MEMO TO FILES
June 30, 1971

Ash Street-Main Street (Campbell Street) Section
Baker-Copperfield Highway No. 12 (ORE 86)
City of Baker

NOTED
R. L. PORTER

Pursuant to requests of the City of Baker for the extension of the Campbell Street reconstruction over the subject section of highway in Baker, it has been recommended that the State cooperate with the City to improve this section. The proposed cost of the project is estimated at $240,000 plus rights-of-way with costs being shared on the basis of 75% ($180,000) State and 25% ($60,000 plus right-of-way) at City's expense.

That portion of Campbell Street lying easterly of this proposed project is presently under construction as a joint venture based on the same terms as above and it is suggested that possibly we could negotiate with the current contractor (Rogers-Kizer Construction) for the same prices as currently applied on that project. The City of Baker has indicated they can obtain the right-of-way for this project immediately and that their money could be made available immediately by obtaining a loan or by late fall of this year by bond issue.

By copies of this memo, I am requesting consideration of State's obtaining the necessary Highway Commission approval for expenditure of funds and proceeding with this project. The writer will await reply from Mr. F. B. Klaboe prior to any further action on this matter.

H. S. Cox
County and City Engineer

By
D. N. Harwell
D. N. Harwell
Coordinating Engineer

DNH:lat
cc: R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
V. D. Wolfe
H. S. Coulter

RECEIVED
JUL 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 25 1971
FOR FILING

7539

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
June 24, 1971

SUBJECT: Coop. Construction-Finance Agreement Draft
Ash Street-Main Street Section
Baker-Copperfield Hwy. No. 12
City of Baker

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached hereto for your consideration is a suggested draft of a Cooperative Agreement with the City of Baker covering the proposed improvement of Campbell Street.

Cost of the project is to be shared 75 per cent by State and 25 per cent plus right-of-way by City. Total cost of the project is estimated at $240,000 plus right-of-way. The City is to be informed that, upon approval of an agreement, the project will be placed on the existing list of similar projects until funds are available.

Please study the contents of the draft and, if you approve, forward to the Design Section for their review, comment and return to this office for preparation in final form.

Mainor C. Holmes
Mainor C. Holmes
Office Engineer
County and City Section

MCH:ljt

Att.

6-24-71
Ref'd to Hall, pl investigate & report to Cox

NOTE
F. B. KLABOE

RECEIVED
JUN 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 18 1971
FOR FILING

I-80N-7(34)301
7539

Salem, Oregon
June 24, 1971

Agenda Item 51
June 22 Commission meeting

MISC. CONTRACTS and
AGREEMENTS No. 4344

Mr. F. D. Morgan
Construction Engineer

Attention: Ted Litchfield

Attached for transmitting to New Home Ditch is a fully executed copy of an agreement for reconstruction of irrigation facilities in conflict with Richland Interchange-South Baker Interchange Section of I-80N in Baker County.

We have retained a fully executed copy of this agreement for the Commission's files.

Floyd Query, Secretary

fkn
Att.

RECEIVED
AUG 18 1971

FOR FILING

I-80N-7(34) 301
7539

yellow copy

Salem, Oregon
June 24, 1971

Agenda Item 5j
June 22, 1971 Commission meeting

Mr. F. D. Morgan
Construction Engineer

Attention: Ted Litchfield

MISC. CONTRACTS and
AGREEMENTS No. 4243

Attached for transmitting to City of Baker and Baldock Irrigation Ditch is a fully executed copy of an agreement providing for adjustment and reconstruction of irrigation facilities on Richland Interchange-South Baker Interchange Section of I-80N in Baker County.

We have retained a fully executed copy of this agreement for the Commission's files.

Floyd Query, Secretary

fkn
Att.

RECEIVED
JUN 21 1971
FOR FILING

7539

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
June 9, 1971

SUBJECT:

Powder River Bridge
Baker-Copperfield Highway
Baker County

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer

SALEM

We are enclosing a copy of a letter written to H. S. Cox by Vern Jacobson, City Manager, City of Baker, dated June 2, 1971. We are also enclosing one xerox copy of a portion of the city map of Baker, on which we have marked pertinent data in red.

Under the current contract, that portion of Campbell Street through Campbell Street Interchange and to the intersection with our existing Baker-Copperfield Highway is being improved to a 4-lane, curbed section. It is the City's contention that, in order to provide a safer, workable connection to the City of Baker, the portion of Campbell Street from this intersection to the intersection with Main Street should be improved to 4-lane. This would involve replacement or widening of the existing bridge over the Powder River at M.P. 0.33 (Bridge No. 2924). This is a 46-foot I-beam span with a timber deck which was constructed in 1919. It has a horizontal clearance of 25' 6", with two 4-foot wide sidewalks. The 4-lane section on Campbell Street is tapered to 64-foot width, curb to curb, at the intersection with the existing Baker-Copperfield Highway. It would appear that this section should be continued to the intersection with Main Street, and that the bridge should be constructed with this curb to curb width.

In order to provide a safe, workable connection at this interchange (which would be the primary connection with I-80N and the City of Baker) it appears that a cooperative project for improvement of this connection could be considered with the City of Baker, so that this connection could be built prior to the opening of the new section of freeway.

Please advise this office of your feelings on this matter. ✓ 6-21-71

Cox handling

H. S. Coulter
Regional Engineer

By C. O. Fredrickson
C. O. Fredrickson
Regional Construction Engineer

RECEIVED
JUN 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

COF:sh

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 3, 1971

Mr. Vernon E. Jacobson
City Manager
P. O. Box 671
Baker, Oregon 97814

Dear Vern,

This will acknowledge receipt of the City's check No. 019016 in the amount of $19,028 to be applied to construction costs related to the improvement of Campbell Street.

Copies of your letter of request concerning the Powder River P. R. Baker Bridge is being forwarded to various staff members of the Highway Division for consideration.

This office appreciates the splendid cooperation of the Baker city officials and anticipate that the Campbell Street project will be completed with mutual satisfaction.

Very truly yours,

H. S. Cox
County and City Engineer

By

Mainor

Mainor C. Holmes
Office Engineer

MCH:ljt

cc: D. B. Klaboe, w/att.
H. S. Coulter, "

June 2, 1971

COPY

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Campbell Street Access (I-80N)

Dear Mr. Cox:

Please find enclosed check no. 019016 7539 in the sum of $19,028.00, as the City of Baker's estimated share of the Construction Cost of Campbell Street from Ash Street to the Interchange.

The City of Baker is again requesting your consideration on an improvement from Ash Street to Main Street to complete this access project. The City's main concern is the old Powder River Bridge on Campbell Street (Hwy. 86 and 203). The City is acquiring right of way and does now have the right of way necessary for this bridge.

It is our opinion that the replacement of this structure is imparative to a safe highway access from Main Street to the Interchange. Since there are 3 bridge Contractors in this area, at the present time, it would be financially advantageous, to the State and City, to bid this structure as soon as practical.

Should the State determine that it cannot participate under your regular agreement with the City on the rest of Campbell Street, as shown on exhibit "A", the City will endeavor to complete this section with a City Improvement district. Our foremost concern at this time is the replacement of the present narrow, unsafe structure.

Please find enclosed present traffic count data and map exhibit "A".

At this time, I would like to thank the Highway Division for the cooperation and help it has given this City. We appreciate it very much and feel that you have been more that fair. We hope that this request will not be considered an imposition on you or the Commission.

Thank you.

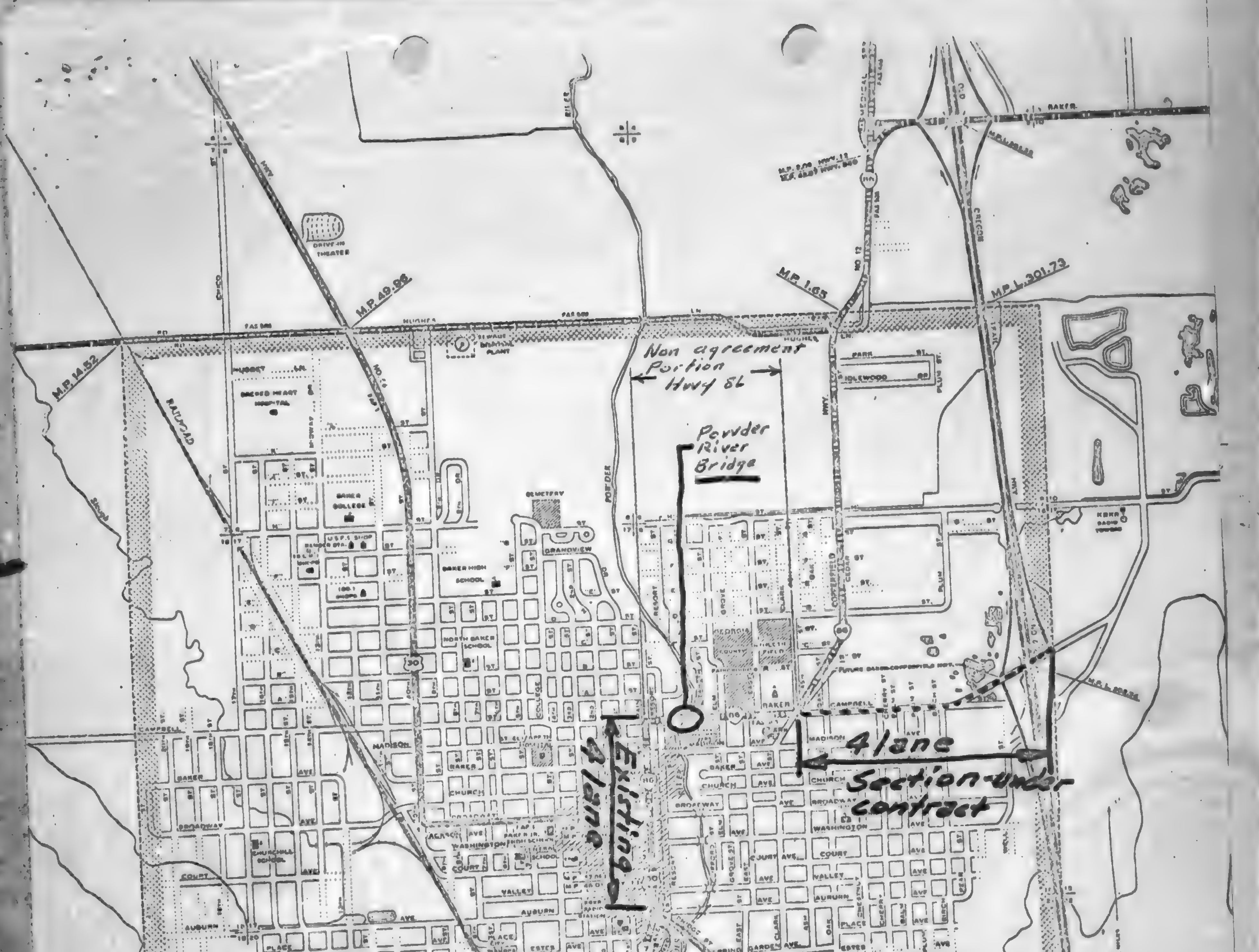
Sincerely,

Vernon Z. Jacobson

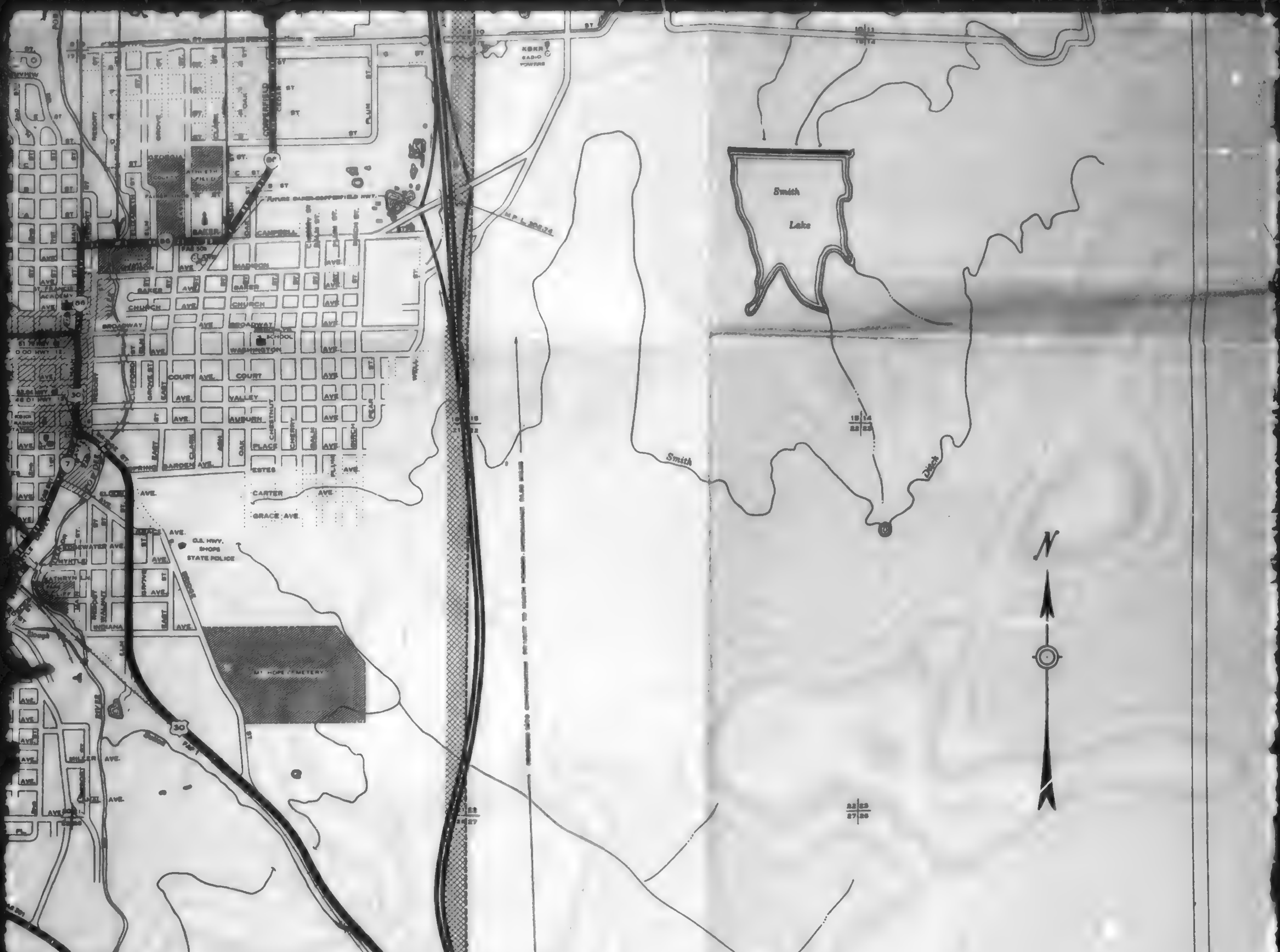
Vernon Z. Jacobson
City Manager

VZJ:vh

COPY



Non agreement Portion Hwy 86
Powder River Bridge
Existing 4 lane
4 lane Section-under contract
M.P. 49.96
M.P. 14.52
M.P. 1.65
M.P. L. 301.73
M.P. L. 30-.-0
DRIVE-IN THEATER
SACRED HEART HOSPITAL
BAKER COLLEGE
BAKER HIGH SCHOOL
NORTH BAKER SCHOOL
GRANDVIEW
CEMETERY
CAMPBELL
MADISON
BAKER
CHURCH
BROADWAY
WASHINGTON
COURT AVE
VALLEY
AUBURN
PLACE
ESTES
CARTER
GRACE
MYRTLE AVE
INDIANA
IDLEWOOD
PARK ST.
HUGHES LN.
POWDER
OREGON
RAILROAD
CITY RESERVOIR
BAKER MUNICIPAL GOLF COURSE
MT HOPE CEMETERY
SOUTH BAKER SCHOOL
STATE POLICE
KBKR RADIO TOWER
COLORADO
MITCHELL
PENNSYLVANIA
OHIO
NEVADA
WABASH
VIRGINIA
FAILING
MILLER AVE
CANAL AVE


N
Smith Lake
Smith Ditch
KBKR RADIO TOWERS
MT. HOPE CEMETERY
O.S. HWY. SHOPS STATE POLICE
FUTURE BAKER-COPPERFIELD HWY.
M.P. L. 302.74
M.P. L. 304.78
M.P. 53.66
M.P. L. 305.69
LA GRANDE-BAKER HWY
OREGON TRAIL HWY
CAMPBELL
MADISON
BAKER
CHURCH
BROADWAY
WASHINGTON
COURT
VALLEY
AUBURN
PLACE
SPRING GARDEN AVE.
ESTES
CARTER AVE.
GRACE AVE.
INDIANA
ST. FRANCIS ACADEMY
30
86
7
SCHOOL
CHESTNUT
ELM
PLUM
PEAR
BIRCH
FIR
OAK
ASH
BAKER ST
15 14 / 22 23
22 23 / 27 26
21 22 / 28 27
28 33 / 33 34
16 15 / 21 22
10 11 / 15 14
0.00 HWY 12
SCALED

BAKER, OREGON

BAKER COUNTY

URBAN AREA MAP

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

April, 1970

SCALE IN FEET

800 0 800 1600 2400

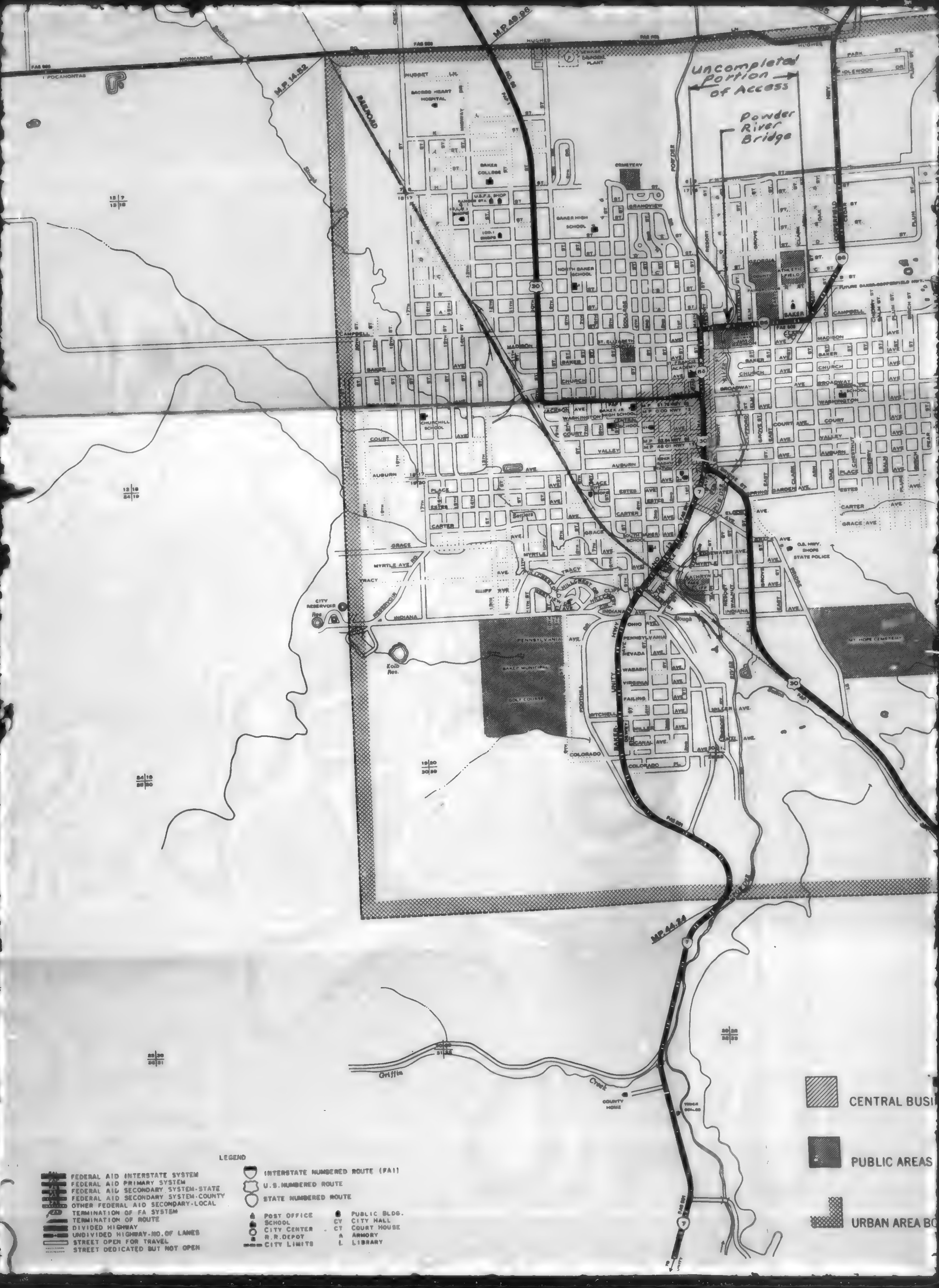
▨ CENTRAL BUSINESS DISTRICT

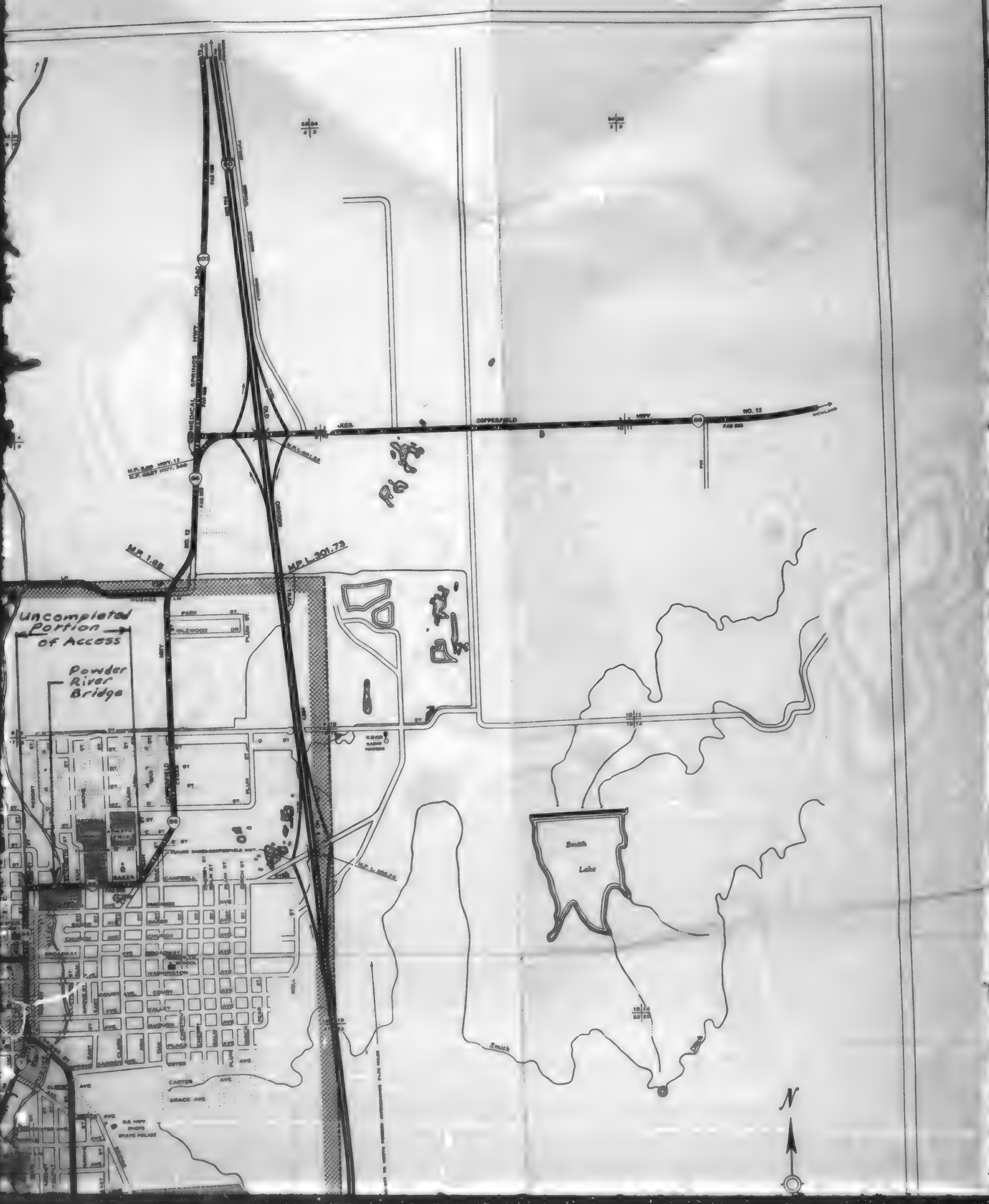
■ PUBLIC AREAS

▦ URBAN AREA BOUNDARY

Exhibit "A"

RECEIVED
COUNTY & CITY SECTION
JUN 8 - 1971
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐


Uncompleted Portion of Access
Powder River Bridge
M.P. 49.96
M.P. 14.52
M.P. 44.24
HUGHES
POCAHONTAS
SEWAGE DISPOSAL PLANT
SACRED HEART HOSPITAL
BAKER COLLEGE
CEMETERY
GRANDVIEW
BAKER HIGH SCHOOL
NORTH BAKER SCHOOL
ST. ELIZABETH HOSPITAL
ST. FRANCIS ACADEMY
CAMPBELL
MADISON
BAKER
CHURCH
BROADWAY
WASHINGTON
COURT
VALLEY
AUBURN
PLACE
ESTES
CARTER
GRACE
MYRTLE AVE
TRACY
INDIANA
CHURCHILL SCHOOL
SOUTH BAKER SCHOOL
BAKER JR. HIGH SCHOOL
CITY RESERVOIR
Kolb Res.
PENNSYLVANIA
BAKER MUNICIPAL GOLF COURSE
OHIO
NEVADA
WABASH
VIRGINIA
FAILING
MITCHELL
COLORADO
UNITY HWY
BAKER-UNITY HWY
POWDER RIVER
COUNTY ATHLETIC FIELD
FUTURE BAKER-COPPERFIELD HWY.
O.S. HWY. SHOPS STATE POLICE
MT. HOPE CEMETERY
Griffin Creek
COUNTY HOME
RAILROAD
30
86
7
CENTRAL BUSI
PUBLIC AREAS
URBAN AREA BO
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY



Uncompleted Portion of Access
Powder River Bridge
M.P. 1.65
M.P. L. 301.73
MEDICAL SPRINGS HWY.
NO. 12
COPPERFIELD
HWY.
NO. 12
HUGHES LN
PARK ST.
IDLEWOOD DR
PLUM ST.
OREGON
TRAIL
FUTURE BAKER-COPPERFIELD HWY.
CAMPBELL
BAKER
CHURCH
BROADWAY
WASHINGTON
COURT
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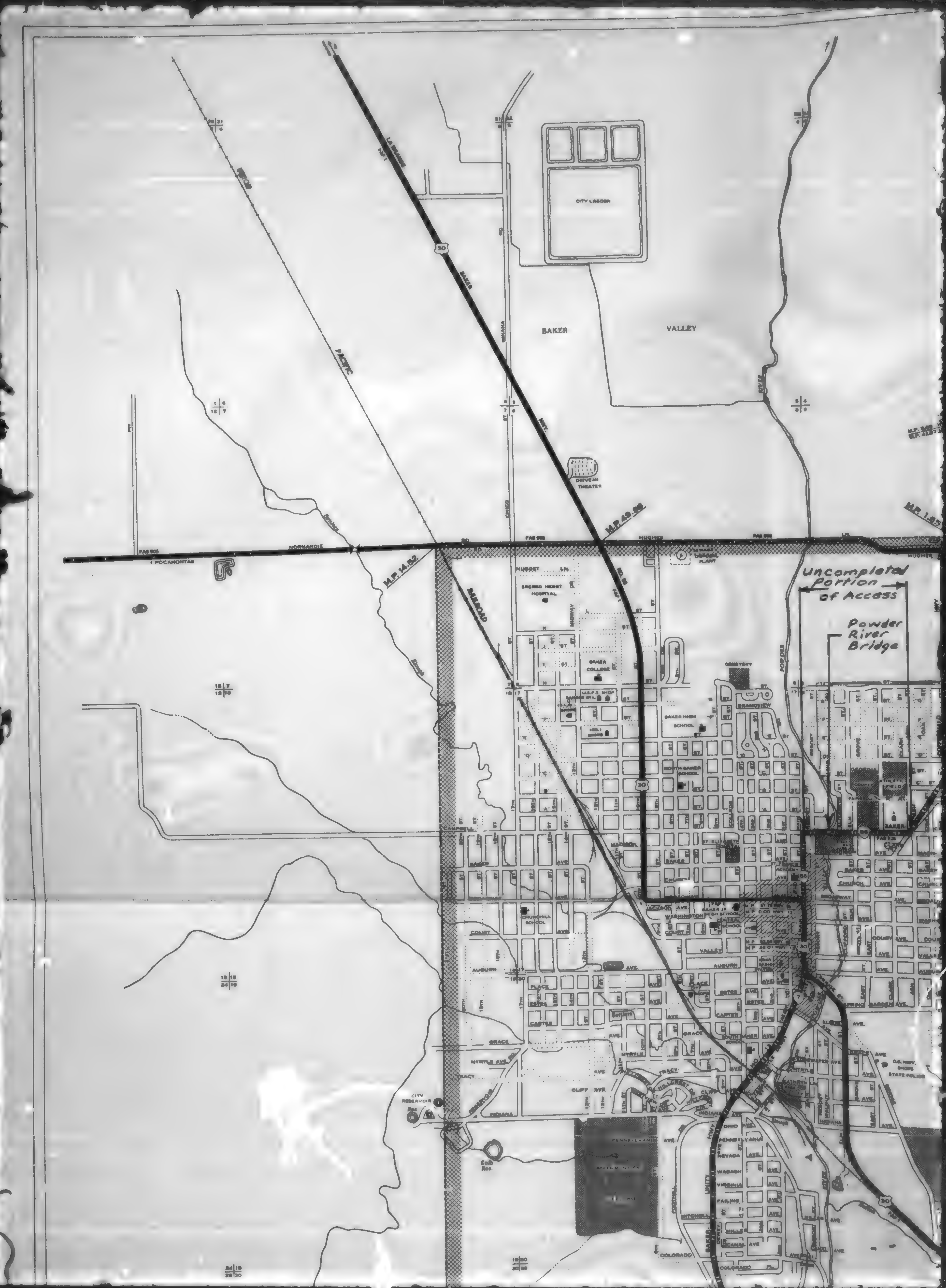
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O.S. HWY. SHOPS
STATE POLICE
HUGHES
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Uncompleted Portion of Access

Powder River Bridge

RECEIVED
JUN 11 1971

FOR FILING
OREGON STATE
HIGHWAY DEPARTMENT

June 9, 1971

I-80N-7(34)301

7539

NOTED
A. E. JOHNSON

Mr. George Jones
Engineer of Tests and Research
Utah State Department of Highways
757 West 2nd South
Salt Lake City, Utah 84104

Re: Structural Steel Inspection
Richland Intch.-S. Baker Intch.
Contract #7539

Dear George:

Following are answers to your questions of May 26, 1971:

1. Since it is agreeable with you, we would prefer one billing at completion of the work.

2. Please refer to "Standard Specifications for Highway Construction" Sect. 107.29 for acknowledgement of liability exemption.

3(a). In this same document please refer to Sects. 105.01 and 105.12. Our administration takes the position that there will not be "double inspection." However, we will not knowingly incorporate into a project material which has been accepted at the fabricator's plant but is subsequently found to contain significant defects.

3(b). Under separate cover I am sending you a set of ASTM E99 Standard Radiographs. Please return at the completion of the project. (We usually use the standard radiographs which, of necessity, the radiographer has on hand.)

4. We do not need copies of mill orders, though believe your inspector would want them to facilitate checking of material in the plant. We will want copies of mill test reports and a certification from the fabricator that any miscellaneous steel used from his plant stock conformed with the materials specifications.

5. We will accept NDT Certification for non-destructive testing personnel.

6. Mr. Boyd Zollinger should contact Mr. Walt Hart, Bridge Administration Engineer, State Highway Building, Salem, for answers to his questions.

7. Please ship, collect, to this Laboratory, Structural Steel Specimens. If Anchor Bolts over 18" in length are completely documented, please check hardness there. If documentation is lacking, please send here for test. Please test Structural Assembly Bolts there.

8. Please submit paint samples (raw materials and finished product) to this Laboratory for test.

9. Mr. Hart will send shop drawings as they become available.

Please let us know if there is anything more we can help you with.

Very truly yours,

JOHN C. JENKINS, PE
Engineer of Materials & Research

JCJ:eb

cc: A. E. Johnson
I. D. Merchant
C. E. Payton

RECEIVED
JUN 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

R[illegible]
[illegible] 1971

FOR FILING

I-80N-7(34)301
7539

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
SALEM, OREGON
June 3, 1971

To: Mr. V. E. Skoog
Controller
BUILDING

SUBJECT: Estimated Cost
North Powder-Baker Section
Old Oregon Trail No. 6
City of Baker

Herewith is City of Baker's check No. 019016 in the amount of Nineteen Thousand and Twenty-eight ($19,028) Dollars which is the estimated City share of construction costs for the improvement of Campbell Street as detailed in the State-City agreement dated June 2, 1970. — 474

H. S. Cox
County and City Engineer

By

Mainor
Mainor C. Holmes
Office Engineer

RECEIVED
JUN 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

MCH:ljt
Att.

cc: [illegible]. B. Klaboe
L. H. Young
F. D. Morgan
H. S. Coulter
Floyd Query

Check No. 019016 ($19,028) received by

______________________ Date______________

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 3, 1971

Mr. Vernon Z. Jacobson
City Manager
P. O. Box 671
Baker, Oregon 97814

Dear Vern,

This will acknowledge receipt of the City's check No. 019016 in the amount of $19,028 to be applied to construction costs related to the improvement of Campbell Street.

Copies of your letter of request concerning the Powder River C. P. M Baker Bridge is being forwarded to various staff members of the Highway Division for consideration.

This office appreciates the splendid cooperation of the Baker city officials and anticipate that the Campbell Street project will be completed with mutual satisfaction.

Very truly yours,

H. S. Cox
County and City Engineer

By

Mainor
Mainor C. Holmes
Office Engineer

MCH:ljt

cc: W. B. Klaboe, w/att.
H. S. Coulter, "

"Center of Oregon's Adventureland"
CITY OF BAKER OREGON
P. O. Box 650
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

June 2, 1971

RECEIVED
COUNTY & CITY SECTION
JUN 8 - 1971
☐ ENGR. ☐ COGR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Campbell Street Access (I-80N)

Dear Mr. Cox:

Please find enclosed check no. 019016 in the sum of $19,028.00, as the City of Baker's estimated share of the Construction Cost of Campbell Street from Ash Street to the Interchange.

The City of Baker is again requesting your consideration on an improvement from Ash Street to Main Street to complete this access project. The City's main concern is the old Powder River Bridge on Campbell Street (Hwy. 86 and 203). The City is acquiring right of way and does now have the right of way necessary for this bridge.

ap Mem Baker

It is our opinion that the replacement of this structure is imparative to a safe highway access from Main Street to the Interchange. Since there are 3 bridge Contractors in this area, at the present time, it would be financially advantageous, to the State and City, to bid this structure as soon as practical.

Should the State determine that it cannot participate under your regular agreement with the City on the rest of Campbell Street, as shown on exhibit "A", the City will endeavor to complete this section with a City Improvement district. Our foremost concern at this time is the replacement of the present narrow, unsafe structure.

Please find enclosed present traffic count data and map exhibit "A".

At this time, I would like to thank the Highway Division for the cooperation and help it has given this City. We appreciate it very much and feel that you have been more that fair. We hope that this request will not be considered an imposition on you or the Commission.

Thank you.

Sincerely,

Vernon Z. Jacobson

Vernon Z. Jacobson
City Manager

VZJ:vh

Highway Data

TRAFFIC COUNT DATA

LOCATION	DATE		AHT	ADT	APH
CAMPBELL ST. Btwn. Oak & Ash	9-10-68	9-30-68	35	829	72
CLARK ST. Btwn. Camp. & Mad.	9-11-68	9-30-68	45	1,083	70
CEDAR ST. Btwn. Campbell & D	9-11-68	9-30-68	143	3,421	238
CAMPBELL ST. Btwn. East & Clark	9-11-68	9-13-68	185	4,448	395

RECEIVED
COUNTY & CITY SECTION
JUN [illegible] - 1971
☐ ENGR. ☐ COOR. ☐ [illegible] ☐ [illegible] ☐ US
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RECEIVED
MAY 2 1971
FOR FILING

NOTED
A. E. JOHNSON

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6318

I-80N-7(34)301
7539

May 27, 1971

Ray Kiser, Ray Kiser Construction Co. &
Rogers Construction, Inc.
P.O. Box 16537
Portland, Oregon 97216

Attn: Howard W. Mclaroe

Gentlemen:

re: Richland Interchange-S. Baker
Interchange Section
FAP No. I-80N-7(34)401
Contract No. 7539

We have received concurrence by the Federal Highway Administration of our approval of your proposed training programs for the Operating Engineers, Teamsters and Laborers on the subject contract.

Your cooperation in this matter is appreciated and will assure the success of this program.

Very truly yours,

F. D. Morgan
Construction Engineer

By
D E Swan
D. E. Swan
E.E.O. Engineer

DES:fr

bc: R. E. Simpson
A. E. Johnson
H. S. Coulter
C. D. Hiatt

RECEIVED
MAY 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 27 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

1859

I-80N-7(34)301

7539

May 25, 1971

NOTED
A. E. JOHNSON

Mr. George Jones
Engineer of Tests and Research
Utah State Department of Highways
757 West 2nd Street, South
Salt Lake City, Utah 84104

Dear George:

Richland Intchg-S. Baker Intchg.
Contract 7539

Our District Inspection Engineer in Portland, Mr. Ed Rief, suggested that I add a couple of comments to my letter of May 17. This was my request that Utah Highway inspect steel fabrication for the subject project.

First, it should be pointed out that there is some ASTM A 588 steel on the job. Welding on A 588 steel requires qualification for each project (see pages 28, 31, etc. of "Standard Specifications for Welded Highway Bridges"). The keyhole test, page 53, is required. Flux for welding A 588 steel is to be dried at 500F(page 21).

Mr. Rief also thought that the second paragraph on page 2 of my letter might be misleading. With regard to the inspector determining that radiographs are "properly taken", this does not mean that he has to check distances and exposures. Instead, it is the inspector's duty only to insure that the radiographs are properly witnessed: that the right joints are radiographed and that the radiographs are properly identified.

If you have any questions, please let me know.

Very truly yours,

J

John C. Jenkins, P.E.
Engineer of Materials & Research

JCJ:bm
cc: A. E. Johnson
I. D. Merchant
H. S. Coulter
C. D. Hiatt
E. J. Rief

RECEIVED
MAY 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 28 1971
FOR FILE

I-80N-7(34)401
75-39

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 25, 1971

In reply refer to: 08-35-DA/961

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(34)401
Richland Interchange - S. Baker Interchange Section
FHWA Order Interim 7-2(2)

NOTED
A. E. JOHNSON

Mr. Johnson's May 14 letter submitted for approval training programs proposed by the contractor for the following crafts: Operating Engineers, Teamsters, Carpenters, and Laborers. The Laborers Training Program was previously approved for Oregon Project I-80N-7(33)289. The Carpenter Training Program is an existing apprenticeship program which is approved by the U. S. Department of Labor.

We have reviewed the Teamsters and Assistant Operating Engineers Training Programs and have determined that they meet the requirements of the Training Special Provisions under FHWA Order Interim 7-2(2). It is recognized that you have formally emphasized to the contractor the provisions of the contract which state that the training and upgrading of members of minority groups are primary objectives.

The Operating Engineers, Teamsters, Carpenters, and Laborers Training Programs are approved.

Orig to Morgan
5-27-71

RECEIVED
MAY 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 21 1971
FOR FILING

I 80N-1(24)301
7539

May 21, 1971

Oregon State Highway Commission

Gentlemen:

In order to construct the Richland Interchange-South Baker Interchange Section of I-80N in Baker County, it is necessary to cross an irrigation ditch known as the Baldock Ditch. It has been determined that the most economical and satisfactory method of carrying the irrigation water under the freeway is to include it in the State-City of Baker storm drain. This requires a three-way agreement among the State, City, and the joint owners of the Baldock Irrigation Ditch collectively called "Participants". On the agenda for the June 22 meeting is the above-mentioned agreement providing for the adjustment and reconstruction of the irrigation facilities.

The work consists of constructing a manhole, trash rack and approximately 550 feet of 60-inch storm sewer. The work is included in our contract; the manhole, trash rack and the portion of the 60-inch storm sewer attributable to irrigation water are estimated to cost $11,000.

The State will perform structural maintenance of the trash rack. The City will perform structural and operational maintenance of the 60-inch storm sewer and manhole.

The agreement further provides that the Participants will deed to the State all their rights within the highway right-of-way in exchange for a perpetual right to use the manhole and 60-inch storm sewer for the flow of irrigation water. In the event future adjustments of the Participants' facilities covered by this agreement are required by the State, such adjustments will be performed at State expense.

I recommend your approval and request that the Secretary be authorized to sign the agreement on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan (Attn: T. W. Litchfield)
V. E. Skoog
H. S. CoulterPGP:f

PGP:fw sr

RECEIVED
MAY 19 1971
FOR FILING

I-80N-7(34)-01
7539

May 19, 1971

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the June 22 meeting, an agreement between the State and the joint owners of the New Home Ditch, collectively called "Participants", covering the reconstruction of the irrigation facilities in conflict with the Richland Interchange-South Baker Interchange Section of I-80N in Baker County.

The work consists of installing two 24-inch irrigation pipes under the freeway, one with a trash rack on the inlet end. This work is included in our contract and will cost an estimated $9,300.

The State will perform structural maintenance of the above-mentioned facilities and the participants will perform all operational maintenance of their facilities covered by this agreement. Their maintenance must be performed from outside the access control lines.

The agreement further provides that the participants will deed to the State all their rights within the highway right-of-way in exchange for a perpetual right to operate and maintain that portion of their above-described facilities lying within the highway right-of-way. In the event future adjustments of the participants' facilities covered by this agreement are required by the State, such adjustments will be performed at State expense.

I recommend your approval and request that the Secretary be authorized to sign the agreement on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
V. E. Skogg
F. D. Morgan (Attn: T. W. Litchfield)
H. S. Coulter

TWL sr

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[illegible]

FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

I-80N-7(34)301

7539

May 17, 1971

Mr. George Jones
Engineer of Tests
Utah State Department of Highways
757 West 2nd Street, South
Salt Lake City, Utah 84104

NOTED
A. E. JOHNSON

Structural Steel Inspection
Richland Interchange-South
Baker Interchange
Contract 7539

Dear George:

Under separate cover I am forwarding two sets each of contract drawings, standard specifications and special provisions for the subject contract. Also enclosed you will find one pad each of Sample Data Sheets, Progress Reports and Inspection Reports. Approved shop drawings will be forwarded to you as they are received here.

The structural inspector should submit Progress Reports, certifications, mill reports, radiographs and similar documentation weekly, regardless of whether any work was performed that week. The Progress Report should include information on the daily activities of the inspector and fabricator, showing the items worked on, nonacceptable work, corrective measures ordered and corrective measures completed.

Materials not covered by certified test reports, and at least one check sample from each steel manufacturer, should be submitted for testing and the Sample Data Sheet completed. The white copy should be sent direct to the Salem Lab; the blue copy should be enclosed with the sample. Raw materials for paints should be submitted to this laboratory for test far enough in advance of use to permit testing without delaying the work. The paint manufacturer may submit ingredients direct with a certifying letter stating that the ingredients are to be used for paint on the subject project and showing quantity of materials represented and the formulas in which they are to be used. The certification is to be signed by a person who can legally bind the company. Each sample should be fully identified. Finished paints are to be sampled by the inspector and submitted for testing. Accepted containers are to be tagged.

Welders on this work are required to be certified. Qualification procedures are detailed in Standard Specifications for Welded Bridges, Section 503. Evidence of previous qualification may be accepted, providing the tests performed are comparable to those outlined in Appendix A. (You will note that Oregon requires a welder to qualify with both fillet and groove weld test if he is to perform both types of work; qualification for groove welding does not pass the welder for fillet welds). Welding procedure qualification requirements are described in Sections 501 and 502. (Note the restrictions on gas shielded welding in Section 103). A report should be submitted for each welder and procedure qualified,showing the details of the test on which qualification is based.

Note that under Section 606(c) it is the contractor's obligation to furnish and pay for all required radiographs. He will select and hire the radiographer of his choice. It is the inspector's obligation to see that the radiographs are properly taken and interpreted. Ultrasonic inspection, where used, would be used in lieu of radiography on those welds required to be of radiographic quality (see Section 607).

Magnetic measurements of galvanized coatings are acceptable. The average and minimum readings should be reported. We will accept the latest test reports by Utah on spelter chemistry.

In connection with ASTM A 325 bolts, I believe you said you did not have facilities for tensile testing of full size bolts. Please submit samples to this laboratory for such testing as we can perform.

We would like an estimate of cost for this work. Statements should be sent to this office monthly showing the tonnage shipped or hours worked as you elect to charge.

If you have any questions we will see that they are answered. Thanks for your help.

Very truly yours,

John C. Jenkins, P.E.
Engineer of Materials & Research

JCJ:bm
cc: A. E. Johnson
I. D. Merchant
H. S. Coulter
C. D. Hiatt
E. J. Rief

RECEIVED
MAY 18 1971
FOR FILING

I-80N-7(34)301
7539

May 14, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

NOTED
A. E. JOHNSON

Dear Sir:

Re: Richland Intch.-S. Baker Intch. Sec.
Old Oregon Trail Highway
Contract No. 7539
FAP I-80N-7(34)401

The subject contract was awarded on March 30, 1971, to Ray Kiser, Ray Kiser Construction Company and Rogers Construction, Inc. of Portland, Oregon. The contract included the EEO Special Provisions for on-the-job training under FHWA Order Interim 7-2(2).

The contractor is to provide six trainees during the life of the contract. At the preconstruction conference April 14, 1971, the contractor advised that the trainees would be furnished in the Operating Engineers, Teamsters, Carpenters, and Laborers crafts. The Oregon State Highway Division accepted the contractor's proposal at that time.

The Operating Engineer trainee will be supplied from the AGC Operating Engineers Training School in Weiser, Idaho. Information concerning this school was submitted to you for your approval on March 22, 1971, in connection with FAP I-80N-7(33)289, the Powder River-Baldock Slough Section. Attached copies of the contractor's proposal for on-the-job training indicate the schedule, type of activity, and length of time involved in training.

The Teamster trainee will be provided under a new training program. The contractor's proposal, which is attached, outlines the training schedule which will be followed.

The Carpenter trainees will be provided under an existing apprenticeship program from the State of Oregon. This program has been approved by the U.S. Department of Labor.

The Labofer trainee is to be provided under a similar program as was submitted to you on March 22, 1971, concerning FAP I-80N-7(33)289, the Powder River-Baldock Slough Section. The schedule for on-the-job training which the contractor proposes to follow is shown on the attached letter.

The Oregon State Highway Division believes that the contractor's proposal meets the required standards and goals of FHWA Order Interim 7-2(2). We request your concurrence in the contractor's proposed training programs.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson *mr*
Assistant State Highway Engineer

Attachments

cc R. L. Porter
Tom Edwards
F. D. Morgan

DES:fr ms

RECEIVED
MAY 20 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

I-80N-7(34)301
7539

NOTED
A. E. JOHNSON

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6318

May 13, 1971

Ray Kiser, Ray Kiser Construction Co. &
Rogers Construction, Inc.
P.O. Box 16537
Portland, Oregon 97216

Attn: Howard W. McInroe

Gentlemen:

Re: Richland Interchange-S. Baker
Interchange Section
Old Oregon Trail Higiway
Contract No. 7539

This letter constitutes formal approval of your selection of crafts in which trainees are to be provided on the subject contract. At the pre-construction conference in Baker on April 14, 1971, you indicated that the trainees would be furnished in the Operating Engineers, Teamsters, Carpenters and Laborers crafts.

We will notify you when we receive final approval from the Federal Highway Administration of your proposed training programs for the Operating Engineers, Teamsters and Laborers. This does not preclude your proceeding with work under the contract.

Very truly yours,

F. D. Morgan
Construction Engineer

By DESwan
D. E. Swan
E.E.O. Engineer

RECEIVED
MAY 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DES:fr

cc: R. E. Simpson
A. E. Johnson
H. S. Coulter
C. D. Hiatt

RECEIVED
MAY 1971
FOR FILING
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

NOTED
A. E. JOHNSON

I-80N-7(34)301

7539

May 13, 1971

City of Baker
P. O. Box 650
Baker, Oregon 98814

ATTENTION: Mr. Jim Adamson
Superintendent of Public Works

Re: Replacement of Diversion Box and Related Work
New Home Irrigation Ditch Water
North Powder-Baker Utility Section
(Richland Interchange-South Baker Interchange Section)
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(28)284
Contract No. 7539

Gentlemen:

Your estimate and sketch map for the adjustment of subject facilities, as submitted with your letter of April 7, 1971, have been approved by the State and Federal Highway Administration. This will confirm our verbal authorization to proceed with the work as of April 12, 1971. This authorization is subject to the acceptance by Baker Ready Mix of the work included in the estimate which relates to their irrigation water.

Reimbursement for the work performed on and subsequent to April 12, 1971 in the amount of $663.00 will be made in accordance with Paragraph 7g(3) of PPM 30-4 and the stipulation stated above upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

PGP:dl

RECEIVED
MAY 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

cc: A. E. Johnson
R. E. Simpson
V. E. Skoog
H. S. Coulter
C. D. Hiatt
H. M. Fillmore

Note to H. S. Coulter: Please have a State Force Order prepared and submitted for this work. Project No. I-80N-7(28)284. Prefix No. 601-1070. Return one copy of the estimate and sketch with SFO.

RECEIVED
MAY 10 1971
UTILITY UNIT
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

I-80N-7(34)301
7539

May 7, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97301

Re: State-Smith Ditch Agreement
North Powder-Baker Utility Section
(Richland Interchange-South Baker Interchange)
Section
Baker County
Project No. I-80N-7(28)284
Contract No. 7539

Dear Sir:

Reference is made to your letter dated February 24, 1971 which approved, as to form, the subject agreement.

Attached are three copies of the executed agreement which has been revised slightly from the copy approved by your February 24, 1971 letter. Paragraph 2 of THINGS TO BE DONE BY OWNERS has been rewritten to clarify the allocations of maintenance between the owners and the State. Paragraph 7 of GENERAL PROVISIONS has been included in the above mentioned Paragraph 2. The original intent of the agreement has not been altered.

Your formal approval of this agreement is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

NOTED
A. E. JOHNSON

FGP:dl
Enclosure

cc: A. E. Johnson

RECEIVED
MAY 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

E-80N-7(34)301
7539

Salem, Oregon
May 6, 1971

Agenda Item 41
May 4 Commission meeting

Mr. F. D. Morgan
Construction Engineer

Attention: Ted Litchfield

MISC. CONTRACTS and AGREEMENTS No. 42222

As requested, attached for transmitting to Sunnyslope Ranches, Inc., is a fully executed copy of an agreement covering adjustment of its irrigation facilities in conflict with construction of Richland Interchange-South Baker Interchange Section of I-80N in Baker County.

We have retained a fully executed copy of this agreement for the Commission's files.

Floyd Query, Secretary

fkn
Att.

FOR FILE

I-80N-7(34)301
7539

April 15, 1971

Oregon State Highway Commission

Gentlemen:

In order to construct the Richland Interchange-South Baker Interchange Section of I-80N, in Baker County, it is necessary to cross the facilities of the Smith Ditch owned by Sunnyslope Ranches, Inc. On the agenda for the May 4 meeting will be an agreement with the Company to cover the adjustment of its irrigation facilities.

The work consists of the construction of a 9' x 5' box culvert under the freeway, inlet and outlet irrigation ditches, the relocation of a small bridge and construction of approximately 1200 feet of access road. This work has been included in our contract, financed by Interstate funds, and will cost an estimated $67,300. The State will perform structural maintenance of the box culvert. The Company will perform all maintenance of its facilities adjusted or constructed by the provisions of the agreement, except the box culvert.

This agreement also provides for an exchange of right-of-way. The Company will deed to the State all its rights within the highway right-of-way in exchange for certain parcels to be acquired by the State and conveyed to the Company to accommodate the Company's relocated ditches and access road. It further provides that, in the event future adjustment of the Company's facilities covered by this agreement are required by the State, such adjustments will be performed at State expense.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
H. S. Coulter
PGP:dl fn

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 12, 1971

RECEIVED
APR 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: Smith Ditch-State Agreement
North Powder-Baker Utility Section
(Richland Interchange-South Baker Interchange Section)
Old Oregon Trail Highway
Baker County
Contract No. 7539

To: Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Attached are duplicate counterparts of a proposed agreement between the State and the owners of Sunnyslope Ranches Inc., (the sole owner of the Smith Ditch) covering the reconstruction of the Company's irrigation facilities in conflict with this project.

The agreement provides for the construction of a 9' x 5' reinforced concrete box culvert under the freeway, approximately 350 feet of 10 foot bottom inlet and outlet irrigation ditches, approximately 1200 feet of access road 12 feet wide, with a turn-around, and the relocation of one small bridge. The State will perform structural maintenance of the box culvert. The Company will perform all maintenance of its facilities covered by the provisions of this agreement, except the box culvert. Said maintenance shall be performed from outside the access control lines of the highway. Construction of the Company's facilities are included in the contract and will cost an estimated $67,500. In the event future adjustment of the Company's facilities, covered by this agreement, is required by the State, such adjustment will be performed at State expense.

The agreement further provides for an exchange of right of way. The Company shall deed to the State all its rights within the access control lines of the highway in exchange for certain parcels to be acquired by the State and conveyed to the Company to accommodate the Company's relocated ditches and access road.

This agreement has been reviewed and approved by the Construction Section, the Department of Justice and Federal Highway Administration. We recommend your approval and request that you place this on the agenda for the Commission Meeting of May 4, 1971. A rough draft of a letter to the Commission is attached.

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Railroad and Utility Engineer

cc: Florence Neavoll w/copy of Agreement

PGP:dl
Enclosure

RECEIVED
MAY 11 1971
FOR

I-80N-7(34)401

7539

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: May 6, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Johnson

SUBJECT: Oregon Project I-80N-7(34)401
Richland Interchange - South Baker Interchange
State Force Order No. 1
Total Estimated Amount of the Order - $2,936
Federal Participation - $2,642.40

Reference is made to Mr. Bond's letter of April 29 concerning the subject order.

The use of State Forces is approved as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Orig to Construction
5-7-71

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping.

Enclosure
State Force Order No. 1

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

RECEIVED
MAY 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form 4-109 (Rev. 5-70)

STATE COPY F1P

6-9

APPROVED EFFECTIVE DATE 4-27-71
Contingent upon modification of project agreement if additional funds are required
BY
7539 Dist. Engineer
~~TK~~Contract No.
DATE 5-6-71
Order No. One
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Date 4/21, 1971

Section Richland-S. Baker Interchange

F.A.P. No. I-80N-7(34)401

Highway Old Oregon Trail

Prefix 601-1074 Account No. 278-01

County Baker

Description of Work To Be Done:

Temporary stripping throughout project-
Paint permanent traffic line and marking throughout project.

Location by Station Numbers:

Throughout project

Estimate of Quantities and Costs:

Temporary Stripping	16 Hrs. at $34.00	$544.00
Permanent Stripping		
4" Beaded skip line	15 Mi. at $29.00/Mi.	$435.00
4" Beaded solid line	3 Mi. at $51.00/Mi.	$153.00
3" Beaded solid line	30 Mi. at $42.00/Mi.	$1260.00
Incidental pavement legends	16 Hrs. at $34.00/Hr.	$544.00
	Total	$2,936.00

Explanation: Work to be done by State Forces. Temporary stripping will be done on an actual cost basis. Permanent stripping will be on agreed unit prices in effect at time work is done.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization $6,156,924.75
Present estimate of project cost, including $2,936.00 for work under this order $5,910,647.76
Expected under-run ~~over-run~~ (amount) $246,276.99
Expected under-run ~~over-run~~ (per cent) 4.5

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer
C.D. Hiatt

Approval Recommended: Regional Maint. Engineer

Approval Recommended: ~~Sec.~~ Admin. Construction Engineer or ~~Bridge Engineer~~

Approved Construction Engineer

5-7-71

RECEIVED
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

TOM McCALL
GOVERNOR

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

I-80N-7(34)301
7539

May 4, 1971

Re: State-New Home Ditch Agreement
North Powder-Baker Utility Project
Richland Interchange-South Baker Interchange
Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(3)284
Contract No. 7339 7539

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage N.E.
Salem, Oregon 97301

Dear Mr. Simpson:

Reference is made to your letter dated April 2, 1971, which requested additional information regarding the proposed agreement between the State and the joint owners of the New Home Ditch.

Attached is one copy of Mr. Carter's liaison report, dated April 13, 1971, which provides the information requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

PGP:dl
Enclosure

cc: A. E. Johnson
D. H. Moehring

NOTED
A. E. JOHNSON

RECEIVED
MAY 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

MAY 3 - 1971

I-80N-7(34)301
7539

April 30, 1971

Ray Kizer,
Ray Kizer Construction Company
& Rogers Construction, Inc.
P. O. Box 16537
Portland, Oregon 97216

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7539 for work on
> the Richland Interchange-South
> Baker Interchange Section of the
> Old Oregon Trail in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06108

The Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

bc C. D. Hiatt
N. S. Coulter
F. D. Morgan
I. D. Merchant

RECEIVED
APR 30 1971
FOR FILING

I-80N-7(34)401
7539

April 29, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7539
Prefix 601-1074
FAP I-80N-7(34)401

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1 covering the permanent and temporary striping of traffic areas on the Richland Interchange-South Baker Interchange Section of the Old Oregon Trail Highway in Baker County.

The contractor is neither properly equipped nor staffed to perform the work contemplated under this order. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

The striping will conform to the standards of the Manual on Uniform Traffic Control Devices as required for participation under the provisions of Para. 6 of PPM 21-15.

Federal participation will be based on the actual cost of the temporary striping and agreed unit prices for permanent striping. The estimated total cost of the work to be done under this order is $2,936.00 with Federal participation of $2,642.40. Reimbursement on an actual cost basis for temporary striping and on an agreed unit price basis for permanent striping is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on April 27, 1971.

Your approval of the order under PPM 21-6.2, as of April 27, 1971, is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

John A. Bond
Construction Administration Engineer

BMW:fw

RECEIVED
APR 28 1971

FOR FILES
I-80N-7(34)301
7539

April 28, 1972

Ray Kizer,
Ray Kizer Construction Company, and
Rogers Construction, Inc.
P. O. Box 16537
Portland, Oregon 97216

Gentlemen:

We are returning both copies of Contract No. 7539 for work on the Richland Interchange-South Baker Interchange Section of the Old Oregon Trail in Baker County.

Eileen Carmen, Assistant Secretary, for Rogers Construction, Inc., should sign beneath W. R. Rogers' signature on pages 7 and 9.

The Secretary for Ray Kizer Construction Company should sign beneath Ray Kizer's signature on pages 7 and 9.

On Page 7 of the contract, it will then be necessary that someone other than Eileen Carmen sign as witness.

Upon the completion of the signatures, please return both copies of the contract to this office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkm
Att.

bc Ivan Merchant
Frank Morgan
H. S. Coulter

O. D. Hiatt

RECEIVED
APR 27 1971

I-80N-7(34)301
1539

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 23, 1971

Oregon Project
I-80N-7(22)284
File 42405-Wright
North Powder-Baker Section Copy
Old Oregon Trail Highway
Baker County

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

In our letter of January 6, 1971, we indicated that Mr. William Scharn had submitted an estimate of damage in the amount of $7020 in the event the State were not to construct the roadway to the easterly remainder of subject. Construction of said roadway was a State obligation pursuant to our settlement with the Wrights.

Subsequent to this construction agreement, the remainder to be served by the roadway was sold to Mr. Mark Sackos who, in discussions with Attorney Bob Holland, indicated his preference to be paid $2035, as estimated by Assistant Design Engineer Frank L. Hall, to relieve the State of its obligation.

In an effort to clarify his damage estimate, Mr. Scharn later showed that with a roadway the property would have a residential potential; without the roadway it would revert to farmland. The resultant greater damage therefore was indicated to be $14,450 if no roadway were built. Mr. Bill Snell is forwarding a copy of Mr. Scharn's explanation this date.

Because Mr. Sackos has indicated that he is about to seek legal counsel in this regard, and because the proposed settlement ($2035 to release the State from its obligation) is a decided saving over the greater damage of $14,450, we are releasing payment this date to Mr. Sackos.

It is our understanding that the foregoing has been discussed by our Appraisal Supervisor with Mr. C. J. Mathias and that, in view of the long delay which has transpired since the request was first initiated last year, Mr. Mathias has given his verbal concurrence for this action.

Subsequent changes in the ditch along "H" Street have created the need for a larger culvert than the one included in Mr. Hall's road cost estimate.

NOTED
TOM EDWARDS

Mr. C. D. Hiatt has submitted a new estimate for the roadway at $1,961.80, eliminating the culvert which has now become an obligation of the City of Baker. In view of the slight difference involved between the two estimates, it has been considered prudent at this time to continue with the original figure of $2035 as arranged with the State's Attorney Robert A. Holland.

Copies of pertinent correspondence are attached.

Very truly yours,

D. H. MOEHRING
Right of Way Engineer

MMM:jm
attachments

cc: Tom Edwards ✓
F. B. Klaboe
L. H. Young
V. E. Skoog
M. R. Mitchell

RECEIVED
APR 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BH

RECEIVED
MAY 19 1970
LEGAL

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 19, 1970

Mr. Robert A. Holland
Assistant Attorney General
Trial Division
Department of Justice
507 State Highway Building
Salem, Oregon 97310

Re: State v. G & H Cement Products Co.,
Circuit Court, Baker County,
No. 3360 (L-6163)

Dear Bob:

The relocation of the cement company at Baker on the LeRoy Wright property as discussed in your letter of May 18, 1970, will require construction of the access road at an estimated cost of $2,035.

Construction by State forces cannot be recommended, therefore the alternate of construction by the cement company with an allowance of $2,035.00 for this purpose in the settlement appears to be the best solution.

I have discussed this matter with John Oakes and suggest that you contact him for any further assistance in the settlement. The access road can be deleted from the plans when a decision has been made.

Yours very truly,

D. J. BARBEE
Design Engineer

By Frank L. Hall
FRANK L. HALL
Assistant Design Engineer

FLH/bdr
cc: Mr. John Oakes
Mr. Frank Terpin

42405

Snell

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon
April 8, 1971

SUBJECT: Cost Estimate for Access Road to
L. H. Wright property File #42405
Richland Interch.-S. Baker Interch.
Old Oregon Trail Highway
Baker County Contract #7539

To:
H. S. Coulter
Region Engineer
La Grande, Oregon

Estimated cost for construction of 1000 foot access road, 17 foot subgrade, 16 foot top surface, with regard to contract prices on the subject section is $1,961.80.

Breakdown as follows:

703 cu. yds. Embankment at $0.60/cu. yd.	= $421.80
408 tons Plant Mix Base at 2.00/ton	= 816.00
204 tons 3/4-0 AggregateBase at 3.50/ton	= 714.00
5 M-Gals. Watering at 2.00/M-Gal.	10.00
Total	$1,961.80

Mr. Vern Jacobson, City Manager was contacted and he stated the City of Baker plans to install a arch type culvert pipe across the easement area adjacent to "H" Street in the drainage ditch. No pipe was included in the estimate for this reason.

NOTED
H. W. SNELL

C. D. Hiatt
Resident Engineer

APR 16 1971
APPRAISAL SECTION

LEE JOHNSON
ATTORNEY GENERAL

DIARMUID F. O'SCANNLAIN
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
SALEM, OREGON 97310
TELEPHONE: (503) 364-2171

TRIAL DIVISION
THOMAS D. O'DELL
CHIEF TRIAL COUNSEL
J. BRADFORD SHILEY
ASSISTANT CHIEF TRIAL COUNSEL

WALLACE CARPENTER
LEONARD I. LINDAS
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

CLIFFORD A. ALLISON
JAMES A. BLEVINS
JAMES P. CRONAN
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
E. DAVID LADD
JAMES F. LARSON
KEITH R. MALONEY
JOHN R. MC CULLOCH
FRANK G. MC KINNEY
EARL M. PRESTON
GEORGE E. RONDE
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

File

November 24, 1970

NOTED
JOHN R. OAKES

NOTED
D. H. MOEHRING

Mr. John R. Oakes
Assistant R/W Engineer
State Highway Building
Salem, Oregon 97310

Re: State vs. G & H. Cement Products Co.,
Circuit Court, Baker County
No. 3360 (L-6163 R-42929)

Re: State vs. Leroy and Helen Wright
(R-42405)

Dear John:

In your letter of October 14, 1970, pertaining to the above mentioned files, you mention that an appraisal is needed to justify paying the road cost estimate to the owner and allowing him to construct the road. The owner advises me that he does in fact want to construct the access road and is willing to accept our estimate of $2,035.00.

I would appreciate it if you would proceed to obtain the necessary appraisal data so that the payment can be made for the present design of the access road. Thank you for your cooperation in this matter.

Very truly yours,

LEE JOHNSON
Attorney General

Robert A. Holland

Robert A. Holland
Assistant Attorney General
Trial Division

lw

NOTED
K. A. CHATWOOD

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 4-85	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT	COUNTY Baker
PROJECT REPORT NO. 4	(PPM 21-7) 4-19-71	PROJECT NO. I-80N-7(34)301

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N 0.83 min. N. of Baker - S. 4.33 mi. (Richland Interch.-S. Baker Interch. Sec.)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	3-3-71	4.324
OTHER (Specify)		

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,835,040	$ 5,383,400

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By
(Division Engineer)
For R. E. Simpson

Date executed by Division Engineer 19 APR 1971

Oregon State Highway Division

Federal-Aid
Project No. I-80N-7(34)301

RICHLAND INTERCHANGE-S. BAKER INTERCHANGE SECTION

OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

Salem, Oregon, April 13, 1971

Project agreement estimate.

Type Code X771
Roadway (Sta. 119+65 to Sta. 2090+00)

Mobilization	All Required		$ 283,000.00
Furnish Field Laboratory Building	1 only	1,000.00	1,000.00
Temporary Protection and Direction of Traffic	All Required (98%)		25,480.00
Clearing and Grubbing	All Required (98%)		46,060.00
Removal of Structures and Obstructions	All Required (98%)		15,680.00
Ditch Excavation	1,300 cu.yd.	2.50	3,250.00
General Excavation	2,039,100 cu.yd.	0.60	1,223,460.00
Embankment in Place	297,500 cu.yd.	0.25	74,375.00
Extra for Selected Topsoil Material	43,700 cu.yd.	0.60	26,220.00
Overhaul	469,000 C-yd.sta.	0.10	46,900.00
Trench Excavation	7,955 cu.yd.	6.00	47,730.00
Tractor with Dozer and Ripper	26 hr.	40.00	1,040.00
Motor Grader	36 hr.	25.00	900.00
Labor	36 hr.	10.00	360.00
Relocate Irrigation Ditch Bridge	All Required		2,000.00
Finishing Roadbed and Slopes	All Required (98%)		14,700.00
Watering	27,500 M-gal.	1.00	27,500.00
Bituminous Base Mixture	75,200 ton	4.00	300,800.00
Asphalt in Bituminous Base Mixture	4,090 ton	44.00	179,960.00
Aggregate Subbase	256,500 ton	0.75	192,375.00
3/4" - 0 Aggregate Base	1,420 ton	3.50	4,970.00
Plant-Mix Aggregate Base	143,700 ton	2.00	287,400.00
Class B Asphalt Concrete Mixture	61,550 ton	4.00	246,200.00
Asphalt Cement in Mixture	4,030 ton	44.00	177,320.00
Asphalt Concrete Pavement-Commercial Mix	1,500 ton	10.00	15,000.00
Asphalt in Tack Coat	46 ton	100.00	4,600.00
3/4" - 0 Aggregate in Prime Coat	2,140 cu.yd.	4.00	8,560.00

MC-250 Asphalt in Prime Coat	378	ton	56.00	21,168.00
Reinforced Concrete Bridge End Panels	1,080	sq.yd.	22.00	23,760.00
Class A Concrete in Box Culverts	550	cu.yd.	110.00	60,500.00
Reinforcement in Box Culverts	100,000	lb.	0.18	18,000.00
60-inch Structural Plate Pipe 8 Ga. Top & Sides 7 Ga. Bottom	440	lin.ft.	50.00	22,000.00
8-inch Culvert Pipe	1,010	lin.ft.	2.50	2,525.00
12-inch Culvert Pipe	44	lin.ft.	6.50	286.00
15-inch Culvert Pipe	1,860	lin.ft.	5.00	9,300.00
24-inch Culvert Pipe	1,030	lin.ft.	8.00	8,240.00
18-inch Irrigation Pipe	140	lin.ft.	6.00	840.00
24-inch Irrigation Pipe	650	lin.ft.	7.00	4,550.00
12-inch Sewer Pipe	1,150	lin.ft.	6.00	6,900.00
15-inch Sewer Pipe	264	lin.ft.	8.00	2,112.00
18-inch Sewer Pipe	620	lin.ft.	9.00	5,580.00
42-inch Sewer Pipe	2,945	lin.ft.	30.00	88,350.00
60-inch Sewer Pipe	730	lin.ft.	65.00	47,450.00
15-inch Paved Culvert End Slopes	20	only	85.00	1,700.00
24-inch Paved Culvert End Slopes	6	only	140.00	840.00
42-inch Paved Culvert End Slopes	1	only	250.00	250.00
Concrete Manholes	9	only	1,000.00	9,000.00
Concrete Inlets, Type G-1	24	only	225.00	5,400.00
Concrete Inlets, Type G-2MA	16	only	250.00	4,000.00
Concrete Inlets, Type M-E	2	only	600.00	1,200.00
6-inch Drain Pipe	410	lin.ft.	2.00	820.00
Special Filter Material in Drains	40	cu.yd.	20.00	800.00
Guardrail, Type 2A	15,400	lin.ft.	4.00	61,600.00
Guardrail Anchors	30	only	190.00	5,700.00
Extra for Guardrail Bridge Connection	15	only	190.00	2,850.00
Concrete Median Barrier	10,000	lin.ft.	10.00	100,000.00
Type 2 Fence	49,300	lin.ft.	0.55	27,115.00
Concrete Curbs	170	cu.yd.	55.00	9,350.00
26' Cattle Guards	4	only	3,000.00	12,000.00
Guide Posts, W-1	150	only	8.00	1,200.00
Guide Posts, Y-2	230	only	8.00	1,840.00
Flexible Guide Posts	38	only	11.00	418.00
Adjust Manholes	1	only	300.00	300.00
Roadside Seeding and Mulching	74	only	290.00	21,460.00

Signing

Removal of Existing Sign Installations	All Required	300.00
Painted Wood Sign Posts	All Required	2,700.00
Sign Support Footings	All Required	7,200.00
Breakaway Sign Posts	All Required	22,000.00
Single Sign Supports	All Required	4,200.00

Double Sign Supports	All Required		3,500.00
Type A Signs in Place	3,632 sq.ft.	8.00	29,056.00
Type B Signs in Place	352 sq.ft.	7.50	2,640.00
Type C, D and R Signs in Place	1,088 sq.ft.	4.25	4,624.00
Type E, F, G, and M Signs in Place	280 sq.ft.	4.50	1,260.00
Type U Signs in Place	29 sq.ft.	7.00	203.00
Thermoplastic Pavement Arrows	7 sq.ft.	100.00	700.00
Roadway Illumination Installation, Complete	All Required		52,000.00
			$3,976,627.00

Flagging (60% of Contractor's Cost)	All Required	$ 10,000.00
Erosion Control	All Required	5,000.00
On-Job Trainees ($0.80 per hr.)	All Required	4,800.00
		$ 19,800.00

Subtotal	$3,996,427.00
10% Engr. & Cont.*	398,642.00
Total	$4,395,069.00

*Reduced in accordance with para. 5 PPM 30-6 (Project field office).

Type Code X771
Bridge No. 9804 (Sta. 2107+83.88)(Length 322')

Shoring, Cribbing, Etc.	All Required		$ 12,000.00
Structure Excavation	440 cu.yd.	6.00	2,640.00
Structure Excavation Below Elevation Shown	40 cu.yd.	6.00	240.00
Furnish HP 10x42 Steel Piling	2,960 lin.ft.	4.90	14,504.00
Drive Steel Piles	68 only	100.00	6,800.00
Splice Steel Piles	15 only	40.00	600.00
Class A Concrete (860 cu.yd.)	All Required		88,000.00
Single Seal Expansion Joint	101 lin.ft.	38.00	3,838.00
Reinforcement (141,000 lb.)	All Required		26,000.00
Structure Steel (531,500 lb.)	All Required		170,000.00
Three Tube Metal Railing	644 lin.ft.	20.00	12,880.00
Preparation of Slopes	340 sq.yd.	4.00	1,360.00
Concrete Slope Paving	340 sq.yd.	9.50	3,230.00
			$ 342,092.00

Type Code X281
Bridge No. 9515 and 9515A (Sta. 2181+87.5 to Sta. 2183+97.5)

Shoring, Cribbing, Etc.	All	Required		$ 17,000.00
Structure Excavation	600	cu.yd.	6.00	3,600.00
Structure Excavation Below Elevation Shown	50	cu.yd.	6.00	300.00
Furnish HP 10x42 Steel Piling	8,490	lin.ft.	4.90	41,601.00
Drive Steel Piles	128	only	150.00	19,200.00
Splice Steel Piles	30	only	40.00	1,200.00
Class A Concrete (674 cu.yd.)	All	Required		67,000.00
Class AA Concrete (980 cu.yd.)	All	Required		108,000.00
Single Seal Expansion Joint	197	lin.ft.	38.00	7,486.00
Prestressing Steel (86,000 lb.)	All	Required		58,000.00
Reinforcement (313,000 lb.)	All	Required		83,000.00
Three Tube Metal Railing	887	lin.ft.	20.00	17,740.00
Preparation of Slopes	880	sq.yd.	4.00	3,520.00
Concrete Slope Paving	880	sq.yd.	9.50	8,360.00
Slope Paving Curb	520	lin.ft.	4.00	2,080.00
Membrane Waterproofing	2,000	sq.yd.	6.00	12,000.00
8-inch Culvert Pipe	160	lin.ft.	4.50	720.00
1-inch Electrical Conduit	190	lin.ft.	2.00	380.00
2-inch Electrical Conduit	490	lin.ft.	3.50	1,715.00
				$ 452,902.00

Type Code X221
Bridge No. 9516 (Sta. 109+72 to Sta. 112+13)

Shoring, Cribbing, Etc.	All	Required		$ 30,000.00
Structure Excavation	1,900	cu.yd.	6.00	11,400.00
Structure Excavation Below Elevation Shown	180	cu.yd.	6.00	1,080.00
Furnish HP 10x42 Steel Piling	1,200	lin.ft.	4.90	5,880.00
Drive Steel Piles	48	only	90.00	4,320.00
Splice Steel Piles	12	only	40.00	480.00
Class A Concrete (2,664 cu.yd.)	All	Required		270,000.00
Single Seal Expansion Joint	272	lin.ft.	45.00	12,240.00
Reinforcement (733,200 lb.)	All	Required		125,000.00
Two Tube Metal Railing	491	lin.ft.	16.00	7,856.00
Preparation of Slopes	2,000	sq.yd.	4.00	8,000.00
Concrete Slope Paving	1,700	sq.yd.	9.50	16,150.00

Berm Paving	290 sq.yd.	10.00	2,900.00
Slope Paving Curb	300 lin.ft.	4.00	1,200.00
Membrane Waterproofing	2,800 sq.yd.	6.00	16,800.00
8-inch Culvert Pipe	170 lin.ft.	4.50	765.00
			$ 514,071.00
	Subtotal		$1,309,065.00
	10% Engr. & Cont.		130,906.00
	Total		$1,439,971.00

Length of Roadway - - - - - - 4.238 Miles
Length of Structures (1)- - - 0.086 Mile

Total Length- - - 4.324 Miles

Cost of Roadway Per Mile- - - $1,037,062.06

Retained in Program Status

Slide Correction	All Required	$ 10,000.00
Permanent Striping	All Required	2,500.00
Furnish & Place Riprap	All Required	300.00
	Subtotal	$ 12,800.00
	10% Engr. & Cont.	1,280.00
	Total	$ 14,080.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$4,395,069.00	$4,054,890.00	$340,179.00
Structures	1,439,971.00	1,328,510.00	111,461.00
Subtotal	$5,835,040.00	$5,383,400.00	$451,640.00
Retained in Program	14,080.00	12,990.00	1,090.00
Total	$5,849,120.00	$5,396,390.00	$452,730.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Contract No. 7539
Group - 1 98% Group - 9 2%
Prefix 601-1074

RICHLAND INTERCHANGE-S. BAKER INTERCHANGE SECTION

Nonparticipating - State Work

Temporary Protection and Direction of Traffic	All Required (2%)		$ 520.00
Clearing and Grubbing	All Required (2%)		940.00
Removal of Structures and Obstructions	All Required (2%)		320.00
General Excavation	10,900 cu.yd.	0.60	6,540.00
Trench Excavation	1,795 cu.yd.	6.00	10,770.00
Finishing Roadbed and Slopes	All Required (2%)		300.00
Watering	300 M-gal.	1.00	300.00
Bituminous Base Mixture	2,600 ton	4.00	10,400.00
Asphalt in Bituminous Base Mixture	140 ton	44.00	6,160.00
Aggregate Subbase	10,500 ton	0.75	7,875.00
Plant-Mix Aggregate Base	5,800 ton	2.00	11,600.00
Class B Asphalt Concrete Mixture	3,050 ton	4.00	12,200.00
Asphalt Cement in Mixture	170 ton	44.00	7,480.00
Asphalt in Tack Coat	2 ton	100.00	200.00
3/4" - 0 Aggregate in Prime Coat	120 cu.yd.	4.00	480.00
MC-250 Asphalt in Prime Coat	22 ton	56.00	1,232.00
12-inch Sewer Pipe	1,120 lin.ft.	6.00	6,720.00
15-inch Sewer Pipe	26 lin.ft.	8.00	208.00
18-inch Sewer Pipe	1,270 lin.ft.	9.00	11,430.00
36-inch Sewer Pipe	960 lin.ft.	25.00	24,000.00
42-inch Sewer Pipe	55 lin.ft.	30.00	1,650.00
Concrete Manholes	9 only	1,000.00	9,000.00
Concrete Inlets, Type G-1	22 only	225.00	4,950.00
Concrete Driveways	230 sq.yd.	8.50	1,955.00
Concrete Curbs	200 cu.yd.	55.00	11,000.00
Adjust Manholes	1 only	300.00	300.00
			$ 148,530.00
Repair Old Baker-Homestead Hwy.	All Required		6,000.00
			$ 154,530.00

RECEIVED
APR 16 1971
UTILITY UNIT

I-80N-7(34)301

9534

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

NOTED
A. E. JOHNSON

April 14, 1971

Mr. R. E. Simpson
Division Engineer
477 Cottage Street N.E.
Salem, Oregon 97301

Re: Replacement of Diversion Box
New Home Irrigation Ditch Water
North Powder-Baker Utility Section
(Richland Interchange-South Baker Interchange
Section)
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(3)284

Dear Sir:

Attached is one (1) copy each of Mr. Fillmore's letters dated March 19, 1971, March 26, 1971, and April 8, 1971 (the April 8, 1971 letter with attachments).

As stated in the above correspondence, the combining of the Baldock Ditch and a branch of the New Home Ditch requires the construction of a diversion box to allow Baker Ready Mix to receive irrigation water from the Baldock Ditch. The cost of constructing this diversion box is the responsibility of the State. The combining of the Baker Ready Mix facility with a box to be constructed by the City will save the State approximately $300. It has a further advantage of the City assuming the responsibility of constructing the box to the satisfaction of the owner (Baker Ready Mix).

This matter was discussed with your Mr. Nichols on April 12, 1971. An eligible date of April 12, 1971 was established. We have not received a "break down" of the City's estimate of cost (their letter dated April 7, 1971). The State will be furnished one at an early date. However, from the information available, it is clear that a lump sum payment to the City for our share of the work outlined in the City's letter dated April 7, 1971 is the most economical plan for furnishing water from the Baldock Ditch to Baker Ready Mix.

We propose to confirm by letter Mr. Fillmore's verbal agreement that the State will pay the City of Baker a lump sum of $663.00 for the State's share of the work detailed in Mr. Adamson's letter dated April 7, 1971. Upon notice of completion of of the work, and acceptance by Baker Ready Mix of the work relating to their irrigation water, the State will reimburse the City $663.00.

Your formal approval effective April 12, 1971 is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

PGP:dl
Enclosure

cc: A. E. Johnson
V. L. Gallagher (2)

RECEIVED
APR 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 14 1971

I-80N-7(34) 301
7539

April 13, 1971

Ray Kiser,
Ray Kiser Construction Company
& Rogers Construction, Inc.
P. O. Box 16537
Portland, Oregon 97216

Gentlemen:

Enclosed are three copies of Contract No. 7539 for $5,434,222 awarded to you by the State Highway Commission on March 30, 1971, for work on the Richland Interchange-South Baker Interchange Section of the Old Oregon Trail in Baker County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin April 24, 1971.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training". The fourth paragraph of the Special Provision requires that you must receive approval of "....the number of trainees to be trained in each selected classification ...." before you can commence construction. This shall be accomplished at the pre-construction conference and no work can be started until this matter is resolved.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
C. D. Hiatt
E. S. Coulter

C

RECEIVED
APR 8 - 1971
FOR

I-80N-7(34)301
7539

April 7, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of March 30, 1971, is requested in the award of contract for the Richland Interchange-S. Baker Interchange Section, Project No. I-80N-7(34)301.

The contractor receiving the award is Ray Kizer & Ray Kizer Const. Co. and Rogers Const. Co. Inc., in the amount of $5,434,232.00 with Contract No. 7539 assigned. This bid was received on March 25, 1971, and awarded March 30, 1971.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.3, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

In compliance with Par. 6b of PPM 21-6.3, we certify that all prospective bidders did acknowledge receipt of the addendums to the plans and proposal for this project before the bid opening date.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Federal Highway
Administration endorsement.

Date_______________________

I concur in the award.

R. E. Simpson
Division Engineer

DAR:dg

7539

4

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

4-4219

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 2, 1971

In reply refer to: 08-35.7

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(3)284
North Powder - Baker Utility Section
New Home Ditch Agreement

Johnson

NOTED
A. E. JOHNSON

Our letter of February 16, a copy of which is attached, requested specific information concerning the construction of two irrigation facilities at Stas. 2142+80 and 2157+70. Assistant State Highway Engineer A. E. Johnson's letter of April 1 provided the required information concerning the proposed irrigation crossing at Sta. 2157+70.

Information was not provided concerning the irrigation crossing at Sta. 2142+80. Please provide the following information:

1. Were the appraisals and settlements on Files 42497, 42404 and 42405 based upon restoring the irrigation facility proposed at Sta. 2142+80?

2. Provide cost estimates as to the cost of constructing the proposed facility.

3. Provide liaison data or appraisal information as to the damages that would occur if the facility is not constructed.

Enclosure

cc:
OSHD (D H Moehring)
OSHD (M M Mead)
OSHD (T W Litchfield)

4-6-71
Orig to Morgan
Phil Preston
Says he will answer
mo

NOTED
TOM EDWARDS

RECEIVED
APR 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

7539

RECEIVED
APR 5 - 1971

FOR FILING

8

4-4219
7339

April 1, 1971

265

Mr. R. R. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

NOTED
A. E. JOHNSON

Dear Sir:

Re: North Powder-Baker Utility Project
Richland Intch.-S. Baker Intch. Sec.
I-80N, Baker County, Contract #7539
Your Ref. 08-33.7/

Reference is made to your February 16 request for additional information regarding the proposed agreement between the State and the joint owners of the New Home Ditch on the subject section.

Attached is a copy of Mr. Ralph V. Carter's Liaison Report which provides the information requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Att.
cc R. L. Porter
Tom Edwards
F. D. Morgan
T. W. Litchfield
D. H. Moehring
PGP:dl ms

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 16, 1971

In reply refer to: 08-35.7/
I-80N-7(22)284

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Johnson

SUBJECT: Oregon Project I-80N-7(3)284
North Powder-Baker Utility Section
New Home Ditch Agreement

Mr. Litchfield's February 2 letter requests approval of a proposed agreement between the State and the joint owners of the New Home Ditch. Our records indicate that right of way settlements were negotiated with the owners of the New Home Ditch. This would involve Files 42497, 42404, 42405, and 42421.

To assist in determining Federal participation in the cost of constructing the proposed facility please provide the following information:

1. Were the appraisals and settlements on the above mentioned files based upon restoring the irrigation facilities as outlined in the proposed agreement.
2. Provide cost estimates as to the cost of constructing the proposed facility.
3. Provide liaison data or appraisal information as to the damages that would occur if the facility is not reconstructured.

cc:
OSHD (Moehring)
OSHD (Mitchell)
OSHD (Mead)
OSHD (Litchfield)
Mathias

Routing
✓Morgan
Decker
Bond
Walker
Boehme
Johnson
ROUTED TOM

Pease
Owen
Quinn
Litchfield ✗

RECEIVED
FEB 1[illegible] 1971
CONSTRUCTION DIVISION

RECEIVED
FEB 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

.FORM 2-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

March 24, 1971

SUBJECT: New Home Ditch
Station 2160+70
S. Unit, North Powder-Baker Section
Old Oregon Trail Highway
Baker County

To: H. W. Snell
District Supervisor

LA GRANDE

Attached is the Liaison Report with the necessary justification for making the change pursuant to H. M. Fillmore's letter, dated March 19, 1971.

Ralph V Carter
RALPH V. CARTER
Liaison Agent

RVC/cs
Attachment

Hall
A. Olson
Willis
Hackleman
Carstensen
I Keyes
Turpin

RECEIVED
MAR 29 1971
DESIGN SECTION

Scott
Swenson
R. Olson
Trout R
Do Not File ☐
Keep ☐
Return To
Other

MAILED
MAR 25, 1971

SP[illegible]

SUMMARY

ITEM	ADDITIONAL COST	SAVING
24" Culvert	$313.36	
"H" Street Cost		$43,926.18
"H" Street Combination		14,841.73
TOTAL	$313.36	$58,767.91
NET SAVING		$58,454.55

It is indicated that the combination is a saving from a construction basis and is justified from an economic basis.

LAND SERVICE ECONOMIC EVALUATION REPORT
INDIVIDUAL PROPERTY

File No. 42421

Owner Rode

Section S. Unit, North Powder-Baker Highway Old Oregon Trail

For construction of 24" Irrigation Culvert

(Identify and describe proposed land service appurtenance; e.g., 6-by-8-foot cattle pass, 68-foot length.)

Acreage in taking N.A. Negotiated

Additional area necessary for land service -0-

Area served by land service 14 acres

Location of proposed construction

Sta. 2157+70 to Sta. ______

A. Estimated cost without land service. (See attached breakdown.)

Initial taking necessary for highway right of way	$ N.A. Negotiated	
Damages without proposed land service (explanation & computation on reverse)	2,800.00	
Total		$ 2,800.00

B. Estimated cost with land service provided. (See attached breakdown.)

Construction cost of land service (signed engineer's est. attached)	3,113.36	
Initial taking	N.A. Negotiated	
Additional taking or easement necessary to accommodate land service facility	None	
Damages with proposed land service (explanation & computation on reverse)	-0-	
Total		$ 3,113.36

Additional cost of providing land service, or $ 313.36

Saving derived from providing land service $ ______

Ralph V Carter
Liaison Agent
RALPH V. CARTER

March 24, 1971
Date

Rev. 12/26/67 ab

File No. 42421 - Rode
S. Unit, North Powder-Baker Section
Old Oregon Trail Highway

Land Involved With 24" Culvert @ Station 2157+70.

The remainder East of the highway in this file, No. 42421, is 14 acres. This has New Home water that was going to be taken from the ditch along "H" Street. In the new proposal the ditch along "H" Street will be four (4) feet lower than in the case at the time this was negotiated. The 14 acres is under the Mason Dam water, which also uses the New Home ditch.

The bonds and interest are 1.25 per acre, and the operation and maintenance 2.80, or $4.05 per year assessment. This is comprised of 14 acres of Class 2 land or a total annual assessment of $64.80 on the 1970-71 roll.

The present highest and best use is zoned residential by the City of Baker. However, this can be a residential tract and still be irrigated. The zoning does not exempt the land from the assessments.

The appraised value of this land at the time of negotiation was $1,000 per acre. The negotiation was signed with the provision of water from "H" Street.

It is my opinion that a prudent buyer would discount this land if the water was not available and the assessment still had to be paid.

A safe interest rate on Government Series-E bonds is 5-1/4 percent per year. If a sum were to be invested at 5-1/4 percent to produce the $64.80 it would be $1,234.29. Bonds are in denomination of $18.75, and 66 bonds = $1,237.50.

Total cost of the culvert is $3,113.36.

The land also has an adjudicated water right through the New Home ditch. This is an old river right. The only possible way to get the water on the land East of the highway is from the land West of the highway. In order to do this, the 24" culvert would have to be installed. This culvert is on the high point of the land.

Sales do not indicate a definite break of value in residential properties, as to being irrigated or non-irrigated--irrigated land is preferable. Sales in rural residential properties indicate about a $200 differential between irrigated and dry land.

Without water, then, the indications are that the land would sell for $200 less per acre, or a total of $2,800, damage without water. This includes the above Mason Dam water.

LAND SERVICE ECONOMIC EVALUATION REPORT
INDIVIDUAL PROPERTY

Owner Rode File No. 42421

Section S. Unit, North Powder-Baker Highway Old Oregon Trail

For construction of "H" Street Irrigation Facility

(Identify and describe proposed land service appurtenance; e.g., 6-by-8-foot cattle pass, 68-foot length.)

Acreage in taking -0- negotiated previously

Additional area necessary for land service -0-

Area served by land service 270+ acres

Location of proposed construction
Sta. 2160+70 to Sta. ____

A. Estimated cost without land service. (See attached breakdown.)

Initial taking necessary for highway right of way	$ N.A. Negotiated	
Damages without proposed land service (explanation & computation on reverse)	54,000.00	
Total		$ 54,000.00

B. Estimated cost with land service provided. (See attached breakdown.)

Construction cost of land service (signed engineer's est. attached)	10,073.82	
Initial taking	-0-	
Additional taking or easement necessary to accommodate land service facility	-0-	
Damages with proposed land service (explanation & computation on reverse)	-0-	
Total		$ 10,073.82

Additional cost of providing land service, or $____

Saving derived from providing land service $ 43,926.18

Additional saving of $14,841.73 from combining installations.

March 24, 1971
Date

Ralph V Carter
Liaison Agent
RALPH V. CARTER

Rev. 12/26/67 ab

Lands Involved With the "H" Street Irrigation Facility.

SW¼ SW¼	40 acres New Home	
NW¼ SW¼	18 acres New Home	22 acres Baldock
SE¼ SW¼	30 acres New Home	
NE¼ SW¼	40 acres New Home	
SE¼ NW¼	- 0 -	40 acres Baldock
NE¼ NW¼	2.0 acres New Home	38 acres Baldock
NW¼ NE¼	- 0 -	40 acres Baldock
TOTAL	130 acres New Home	140 acres Baldock

Covering the same area are the following Mason Dam or Baker Valley Irrigation District rights.

94010 - 1300	55 acres	P. B. Rode
94010 - 1400	23 acres	Logsdon
94010 - 1500	43 acres	Cox
94010 - 1600	3 acres	Logsdon
94010 - 1700	-0-	
94010 - 1800	-0-	
1900	5 acres	
100	39 acres	Robinson
200	21 acres	Wendt
300	37 acres	Robinson
400	5 acres	Moeller
500	63 acres	Moeller
	294 acres	

Of the 294 acres, 124 acres must come through the "H" Street area. The 270 acres adjudicated right or New Home or Baldock right are supplemented by the Mason Dam water.

The lands are subject to bonds and interest and operation and maintenance of the Baker Valley Irrigation District.

The difference of dry land and irrigated lands is $200.

$200 x 270 acres = $54,000 (without water).

Added to this would be the reduction of value because of obligation to the Baker Valley District assessment.

SUMMARY

In order to eliminate the former Baldock South ditch crossing and the former New Home ditch crossing and put them both through the City storm sewer crossing, a 24" culvert will have to be installed for Rode water at Station 2157+70.

The total estimated saving is $14,841.73.

The Rode crossing at Station 2157+70 could probably be bought out, but past experience indicates that in the end this would not be cheaper. The difference between the damages at $2,800 and the cost of installation at $3,113.36 is $313.00. Probably the landowner would settle for less and pump out of the "H" Street ditch; however, a fee appraisal would be necessary, and this would do away with any saving.

The City storm sewer crossing is a necessary construction item and must be built, regardless of irrigation needs.

Ralph V. Carter
RALPH V. CARTER
Liaison Agent

RVC/cs

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 19, 1971

RECEIVED
MAR 22 1971
Right of Way Office
La Grande

NOTED
H. W. SNELL

SUBJECT:

To:
Mr. H. W. Snell
District Supervisor

LA GRANDE

New Home Ditch and
Baldock Ditch Crossings
Richland Interchg.-S. Baker Interchg.
Old Oregon Trail Highway
Baker County

The information I had (about November 1, 1970) from which to work out the subject ditch crossing agreements on Richland Interchange-South Baker Interchange section was a 42-inch siphon crossing at station 2164+17 for Baldock ditch water and a 36-inch siphon crossing at station 2160+93 for New Home water. At this time, the city storm sewer, which is to be constructed under the project, crossed the proposed highway on the south side of "H" Street at station 2161+03.

On November 16, 1970 I met with a group of Baldock Irrigation Ditch users to work out the agreement. An agreement was reached to put the Baldock Ditch into the City storm sewer across the proposed highway and eliminate a separate crossing. The waters of the two facilities would come together anyway, to the east of the crossing. It was also agreed that the New Home Ditch users east of the proposed highway could take their water from the Baldock waters and thus eliminate the proposed 36-inch siphon crossing for the New Home Ditch. With the New Home crossing eliminated, it was then suggested that the City storm sewer crossing of the proposed highway be on the north side of "H" Street, station 2160+70.

In connection with the above, it was necessary to add a 24-inch culvert at station 2157+70 to satisfy a New Home water right of P. J. Rode, as the depth of what becomes the combined New Home and Baldock ditch is too great to serve his property from this ditch.

The changes mentioned above realize a net savings to the State of $14,840, as detailed on the attached sheets. In addition to the dollar savings, the facilities as changed serve the ditch people and City better and satisfy the State's obligation of preserving water rights.

The users of New Home ditch crossing no. 2 east of the proposed highway were contacted and agreed to the proposals above. The Baldock ditch agreement was prepared on this basis and is presently being signed by the users.

H. S. Coulter, Regional Engineer

H M Fillmore

By H. M. Fillmore, Regional Utilities Engr.

HMF:sh
Attachments
cc T. W. Litchfield

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Shee

ection North Powder - Baker Unit Richland Inter - S. Baker Inter
ighway Old Oregon Trail County Prefix 601-1905
ength Designer HMF Draftsman Date 3-18-71

Grading and Surfacing Items Original Proposal.

Item	Unit	Net	10% Allow	Gross	Price	Amount
Baldock Ditch Crossing						
Trench Excav.	Cu.yd.	642	64	706	4.63	3,268.78
42" Siphon pipe	Lin Ft	362	38	400	20.00	8,000.00
Siphon Boxes	Each	2	–	2	768.42	1,536.84
			Total			12,805.62
			+20% Engr. & Conting			2,561.12
			Total Cost.			$15,366.74
New Home #2						
Trench Excav.	Cu.yd.	318	32	350	4.63	$1,620.50
36" Siphon Pipe	Lin Ft	368	32	400	12.00	4,800.00
Siphon Boxes	Each.	2	–	2	768.42	1,536.84
			Total			7957.34
			+20% Engr. & Conting			1591.47
			Total Cost			9548.81
Summary:						
Baldock Ditch Crossing						$15,366.74
New Home #2 " "						9,548.81
	Total Cost Original Proposal					$24,915.55

H M Fillmore
Regional Utilities Engr.

Total

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

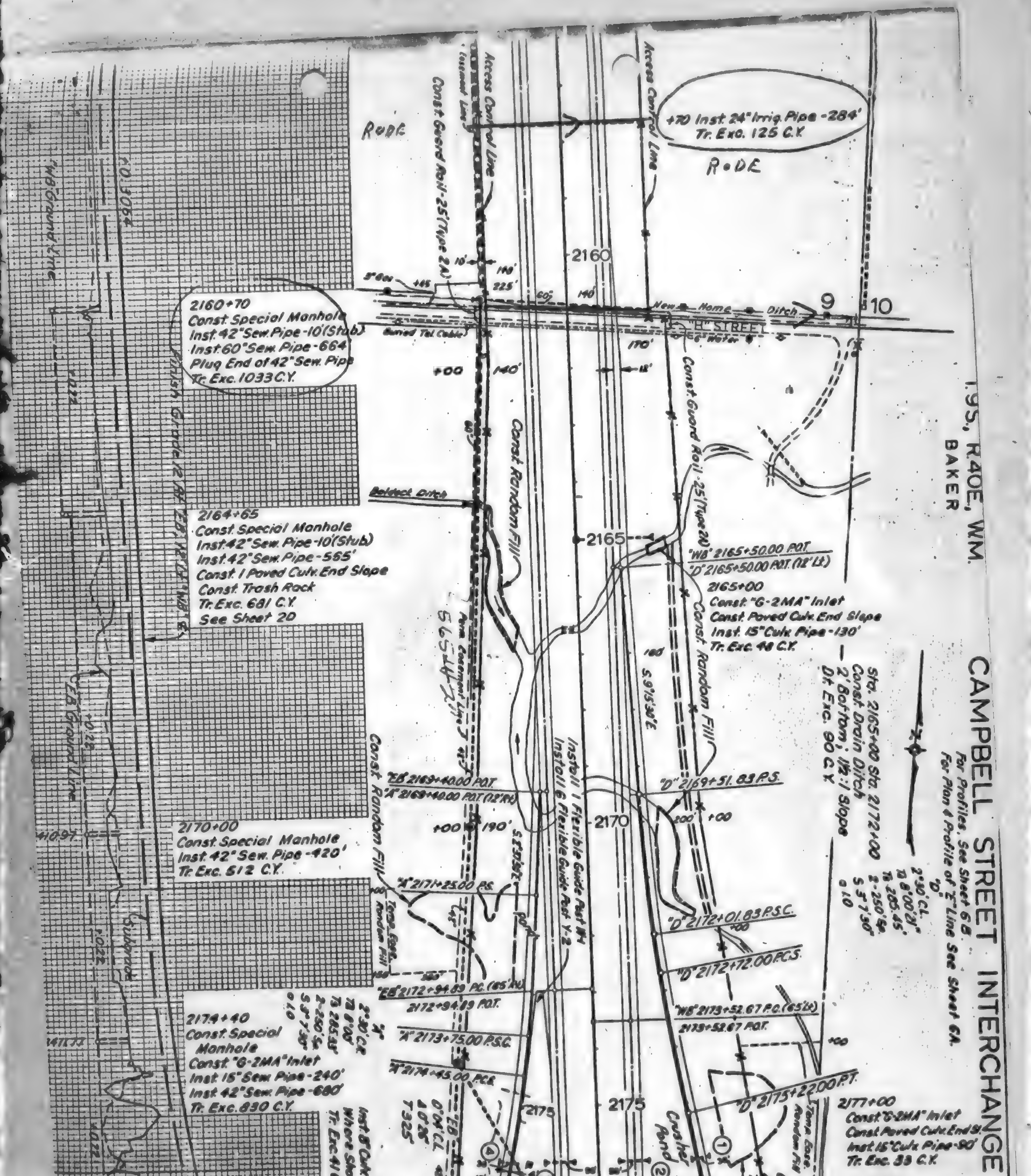
Sheet 2 of 2 Shee

Section North Powder - Baker Unit Richland Inter - S. Baker Int.
Highway Old Oregon Trail County ______ Prefix ______
Length ______ Designer Hmz Draftsman ______ Date 3-18-71
Grading and Surfacing Items Revised Proposal.

Item	Unit	Net	10% Allow	Gross	Price	Amount
24" Pipe at Sta. 2157+70:						
Trench Excav.	Cu.Yd	125	15	140	4.63	648.20
24" Irrig Pipe	Lin Ft	284	26	310	8.16	2529.60
				+2070.		(3177.80)
Increase Size Storm Sewer						
42" to 60".						
60" Sewer Pipe	Lin Ft	320	—	320	35.00	
42" " "	Lin Ft	320	—	320	23.38	
Net Increase	Lin Ft			320	11.62	3,718.40
Additional Storm Sewer To Cross H' St Less decrease in length Hiway Xing						
60" Sewer Pipe	Lin Ft	26	4	30	35.00	1,050.00
Manhole	each	1	-	1		448.65
				Total.		8,394.85
				+20% Engr. & Cont.		1,678.97
				Total Cost		$10,07382
Conclusion						
Original Proposal				$24,915.55		
Revised Proposal				10,073.82		
Net Savings.				$14,841.73		

A. M. Fillmore
Regional Utilities Engr.

Total ______


CAMPBELL STREET INTERCHANGE
T.9S., R.40E., W.M.
BAKER
For Profiles, See Sheet 6B.
For Plan & Profile of "Z" Line See Sheet 6A.
+70 Inst. 24" Irrig. Pipe -284'
Tr. Exc. 125 C.Y.
R.O.E.
Access Control Line
Const. Guard Rail-25' (Type 2A)
2160
2160+70
Const. Special Manhole
Inst. 42" Sew. Pipe-10' (Stub)
Inst. 60" Sew. Pipe-664
Plug End of 42" Sew. Pipe
Tr. Exc. 1033 C.Y.
New Home Ditch
"H" STREET
Buried Tel. Cable
9
10
Const. Random Fill
Const. Guard Rail-25' (Type 2A)
2164+65
Const. Special Manhole
Inst. 42" Sew. Pipe-10' (Stub)
Inst. 42" Sew. Pipe-555'
Const. 1 Paved Culv. End Slope
Const. Trash Rack
Tr. Exc. 681 C.Y.
See Sheet 20
2165
"WB" 2165+50.00 P.O.T.
"D" 2165+50.00 P.O.T. (12' Lt.)
2165+00
Const. "G-2MA" Inlet
Const. Paved Culv. End Slope
Inst. 15" Culv. Pipe -130'
Tr. Exc. 48 C.Y.
Sta. 2165+00 Sta. 2172+00
Const. Drain Ditch
2' Bottom; 1½:1 Slope
Dt. Exc. 90 C.Y.
"EB" 2169+40.00 P.O.T.
"A" 2169+40.00 P.O.T. (12' Rt.)
"D" 2169+51.83 P.S.
Install 1 Flexible Guide Post W-1
Install 6 Flexible Guide Post Y-2
2170
2170+00
Const. Special Manhole
Inst. 42" Sew. Pipe -420'
Tr. Exc. 512 C.Y.
"A" 2171+25.00 P.S.
"D" 2172+01.83 P.S.C.
"D" 2172+72.00 P.C.S.
"EB" 2172+94.89 P.C. (65' Rt.)
2172+94.89 P.O.T.
"WB" 2173+52.67 P.C. (65' Lt.)
2173+52.67 P.O.T.
"A" 2173+75.00 P.S.C.
"A" 2174+45.00 P.C.S.
2174+40
Const. Special Manhole
Const. "G-2MA" Inlet
Inst. 15" Sew. Pipe-240'
Inst. 42" Sew. Pipe-680'
Tr. Exc. 830 C.Y.
2175
Crusher Pond
"D" 2175+22.00 P.T.
2177+00
Const. "G-2MA" Inlet
Const. Paved Culv. End Sl.
Inst. 15" Culv. Pipe-90'
Tr. Exc. 33 C.Y.
Inst. 8" Culv. Pipe (Conduit)
Where Shown On Plans
Tr. Exc. 41 C.Y.
"A" 2176+95.00 P.T.
WB Ground Line
EB Ground Line
Finish Grade
Subgrade
"D"
8

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MAY 4 1971
FOR FILING

I-80N-7(34)501
7539

Salem, Oregon
April 1, 1971

Agenda Item 4p
March 30 Commission meeting

Mr. F. D. Morgan
Construction Engineer

Attention: Ted Litchfield

MISC. CONTRACTS and
AGREEMENTS No. 4780

As requested, attached for sending to Correll Irrigation Ditch is a fully executed copy of an agreement covering reconstruction of irrigation facilities in conflict with the Richland Interchange-South Baker Interchange Section of I-80N in Baker County.

We have retained a fully executed copy of this agreement for the Commission's files.

Floyd Query, Secretary

fkn
Att.

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 16, 1971

SUBJECT: State-Correll Ditch Agreement
North Powder-Baker Utility Section
Richland Interchange-South Baker Interchange Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(28)284

To: Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Attached you will find duplicate counterparts of a proposed agreement between the State and the joint owners of an irrigation facility, commonly known as the Correll Irrigation Ditch. The agreement refers to the joint owners as "Participants" and covers the reconstruction of the Participants' facilities in conflict with this project.

This agreement provides for the construction of a 4-foot x 4-foot x 275-foot reinforced concrete box culvert with a trash rack on the inlet end and a 12-inch flap gate installed in the southerly wingwall. The flap gate will allow surface water from the highway to drain into the ditch. The State will perform structural maintenance on the above listed facilities. The Participants will perform all operational maintenance of their facilities covered by the provisions of this agreement. The agreement further provides that the Participants shall deed to the State all their rights within the right of way in exchange for a perpetual right to operate and maintain that portion of their facilities lying within the highway right of way.

Construction of the Participants' facilities will be included in the contract and is estimate to cost $23,000. In the event future adjustment of the Participants' facilities, covered by this agreement, is required by the State, such adjustment will be performed at State expense.

This agreement has been reviewed by the Construction Section, Department of Justice and the Federal Highway Administration, and found to be satisfactory. We recommend your approval and request that you place this on the agenda for the Commission Meeting of March 30, 1971. A rough draft of a letter to the Commission is attached.

F. D. Morgan
Construction Engineer

By T. W. Litchfield
T. W. Litchfield
Railroad and Utility Engineer

PGP:dl

EIV
AR 17
OFFICE OF
HIGHWAY EN

NCTED
A. E. JOHNSON

SP*52475-734

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MAR 31 1971
FOR FILING

I-80N-7(34)301
7539

March 31, 1971

Ray Kiser & Ray Kiser Construction Co.
& Rogers Construction, Inc.
P. O. Box 16537
Portland, Oregon 97216

Gentlemen:

The State Highway Commission on March 30, 1971, awarded to you State Highway Contract No. 7539 in the amount of $5,434,222 on the Richland Interchange-South Baker Interchange Section of the Old Oregon Trail in Baker County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc F. D. Morgan
I. D. Merchant
G. D. Hiatt
H. S. Coulter
William Geibel (SAIF)

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MAR 24 1971
FOR FILING

I-80N-7(34)301
47539

March 24, 1971

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the March 30 meeting an agreement between the State and the joint owners of the Corrall Irrigation Ditch, collectively called "Participants", covering the reconstruction of the irrigation facilities in conflict with the Richland Interchange-South Baker Interchange Section of I-80N in Baker County.

This agreement provides that the State will construct a 4-foot x 4-foot reinforced concrete box culvert with a trash rack on the inlet end and a 12-inch flap gate in the southerly wingwall. This work will be included in our contract and will cost an estimated $23,000.

The State will perform structural maintenance of the above-mentioned facilities and the Participants will perform all operational maintenance of their facilities covered by this agreement. Their maintenance work must be performed from outside the access control line.

This agreement further provides that the Participants will deed to the State all their rights within the highway right-of-way in exchange for a perpetual right to operate and maintain that portion of their facilities lying within the highway right-of-way. In the event future adjustment of the Participants' facilities covered by this agreement is required by the State, such adjustments will be performed at State expense.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
V. E. Skoog
L. H. Young
H. S. Coulter
F. D. Morgan (Attn: T. W. Litchfield)

PGP:dl sr

RECEIVED
UTILITY UNIT

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

I-80N-7(34)301

7539

March 15, 1971

~~Idaho Power Company, Inc.
Box 70
Boise, Idaho 83707~~

~~ATTENTION: Mr. C. L. Sept~~

Re: Power Line Relocation
Richland Interchange-South Baker
Interchange Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(28)284

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of February 23, 1971, have been approved by the State and the Federal Highway Administration. This will confirm our verbal authorization to proceed with the work as of March 9, 1971.

Reimbursement for the work performed on and subsequent to March 9, 1971 will be made subject to the provisions of PM 30-4 upon receipt of your actual cost billing. A credit for the salvage of the conductor removed should be included in the final actual cost billing.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl

cc: A. E. Johnson
R. E. Simpson
V. L. Gallagher 2
V. E. Skoog
H. S. Coulter (w/attach) (2)
C. D. Hiatt "
C. K. Ansell "
H. M. Fillmore

*Note to H. S. Coulter: Please have a State Force Order prepared and submitted for this work. Project No. I-80N-7(28)284. Prefix No. 601-1070-900. Return one copy of Est. and sketch with SFO.

RECEIVED
MAR 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

3-3-71

RECEIVED
MAR 23 1971
FOR FILING

FORM PR-1240

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-80N-7(34)301

STATE PROJECT NO. Richland Inter. -S. Baker Inter. Section

COUNTY NAME: Baker

PROGRAM NO.:

ITEM NO. I-636

PROGRAM STAGE (Check) ☐ 1 ☒ 2

FROM:
R. E. Simpson, Division Engineer
Salem, Oregon

TO:
Mr. R. L. Porter
State Highway Engineer
Salem, Oregon

I-80N-7(34)301
7539

Young
3-22-71

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER STATE ROUTE NUMBER
March 3, 1971	March 3, 1971	Interstate Route 80N State Route 6

LIMITS OF AUTHORITY

After concurrance in award you are authorized to proceed with contractor's flagging in the amount of $10,000.00, On-Job Training in the amount of $4,800.00 and temporary erosion control in the amount of $5,000.00 as shown in your estimate.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Contractor's Flagging $10,000.00
On-Job Training $4,800.00
Temporary Erosion Control $5,000.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Young's February 26, 1971 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed copy of the Title Sheet is returned herewith.

Our authorization is conditional on your obtaining right to enter and right to use Right of Way Parcels 42935, Plass; 43899, Reed; 45116, Baker County & 45117, Cole, prior to your request for our concurrence in award.

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
March 3, 1971		Division Engineer

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
MAR 2 - 1971
UTILITY UNIT

NOTED
A. E. JOHNSON

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

I-80N-7(34)301

7539

March 1, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97301

Re: Power Transmission Line Relocation
Idaho Power Company
Richland Interchange-South Baker
Interchange Section
Old Oregon Trail Highway - I-80N
Baker County
I-80N-7(28)284

Dear Sir:

Herewith you will find the following data pertaining to this project:

1. Two (2) copies of Idaho Power Company estimate of cost to adjust their facilities dated February 18, 1971.
2. Two (2) copies of a sketch prepared by the Company showing their proposed relocation.
3. Two (2) copies of a certification prepared by Mr. H. M. Fillmore as to the Company's rights in the land occupied by their facilities.

An appropriate permit for the utility's proposed relocation will be submitted for your approval under separate cover.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4 as the relocation involves two (2) crossings of the project by the facilities.

A credit for salvage was not shown on the Company's estimate but will be included in their final actual cost billing to the State.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures

cc: A. E. Johnson
V. L. Gallagher (2)

RECEIVED
MAR 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 1 - 1971
FOR FILING

I-80N-7(34)301
7539

February 26, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Complete P.S. & E. documents have been submitted to your department for each of the following Federal-Aid Projects, and accordingly, we are requesting your authorization to advertise for bids to be received on March 25, 1971.

I-5-1(75)59	6th St. at Morgan Lane (Grants Pass) Section
I-80N-2(24)39	Multnomah Co. Line-E. Cascade Locks Section
I-80N-7(34)301	Richland Interchange-S. Baker Interchange Section
I-80N-8(22)376	Ontario Safety Rest Area
T-5025(2)	Oswego Hwy. at S.W. Bancroft St. (Portland)
T-5026(2)	Stephens St. at Garden Valley Blvd. (Roseburg)

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on these projects.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We are forwarding right of way and utility-railroad status reports which contain proper certifications as required by PPM 21-12 and IM 80-1-68.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb

MAR 3 - 1971

FORM 2-30 (REV. 10-69)

I-80N-7(34)301
7539

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 26, 1971

SUBJECT: Utility Status Report for
March 25, 1971 Letting

To: Mr. L. H. Young
Program and Planning Engineer
BUILDING

The status of negotiations with utilities on FAI and TOPICS projects for the above letting is as follows:

1. MULTNOMAH COUNTY LINE - E. CASCADE LOCKS SECTION
Project No. I-80N-2(42)39 Pavement Seal

No utilities involved.

2. RICHLAND INTERCHANGE - SOUTH BAKER INTERCHANGE SECTION
Project No. I-80N-7(34)301 Grade, Pave & Structures

California-Pacific Utilities Company - Cal-Pac had power distribution facilities in conflict with the subject project. An estimate and sketch have been received and approved. Federal-aid participation was requested and approved by the Federal Highway Administration on October 15, 1970 for the estimated reimbursable cost of $6,284.57. The utility was instructed to proceed with the work as of October 21, 1970. Cal-Pac is presently working on their relocation and will be completed prior to the letting date.

Pacific Northwest Bell Telephone Company - PNB had three cable crossings in conflict with the subject project. The relocation of these facilities was included in an estimate and sketches, received from PNB on August 10, 1970, for the adjustment of telephone facilities from North Powder to Baker. Federal-aid participation was requested and approved by the Federal Highway Administration on September 3, 1970 for a total estimated cost of $13,224. A revised estimate giving an allowance for plant betterment was submitted to the Federal Highway Administration on December 15, 1970. The revision resulted in a total estimated cost to the State of $11,651. Federal Highway Administration memorandum of December 17, 1970 acknowledged receipt of the revision.

Pacific Northwest Bell Telephone Company was instructed to proceed with their relocation work on September 4, 1970. Relocation work is presently under way and will be completed by the letting date, excepting the Campbell Street Interchange area which will be done during the contract work.

Cascade Natural Gas Company - CNG had two crossings in conflict with the subject project. The relocation of these facilities, at no cost to the State, is presently under way and will be completed by the letting date.

Idaho Power Company - Idaho Power has two power transmission line crossings in conflict with the subject project. An estimate and sketch for the relocation of these facilities was received on February 25, 1971. Federal-aid participation will be requested in an estimated cost to the State of $47,243.20. It is estimated that the relocation will be completed by April 1, 1971.

City of Baker - owns a 4-inch water main now located in Campbell Street. It has been determined that the State is obligated for the replacement of a 6-inch water main to be installed in the relocated portion of Campbell Street. The City proposes to install a 12-inch main in lieu of the 6 and has included this additional cost as betterment in their estimate and sketch which was approved by your letter dated March 24, 1970. Since this mainwill be installed in the relocated Campbell Street, the City will perform the work as soon as the State's contractor completes his grading of this portion of Campbell Street. No delays are anticipated.

Correll Irrigation Ditch - the crossing of the proposed project over the Correll Ditch necessitates the installation of a 4 foot x 4 foot x 275 foot long reinforced concrete box culvert with a trash rack on the inlet end. This work will be performed as part of the State's contract. Your office approved an agreement between the State and the joint owners of the ditch by your letter of January 22, 1971. The agreement has been executed by the joint owners and will be on the agenda for the March 30, 1971, Oregon State Highway Commission Meeting.

Baldock Ditch - the crossing of the proposed project over the Baldock Slough (carries Baldock Ditch water) necessitates the installation under our highway of 362 feet of 42-inch irrigation pipe. It was determined it would be more economical to combine the Baldock Ditch water with the State and City of Baker storm drain water which crosses under the proposed freeway at "H" Street. Your letter dated February 12, 1971 approved an agreement between the joint owners of the Baldock Ditch, the City of Baker, and the State. There are seventeen (17) joint owners on this ditch. We are in the process of having this agreement executed by all of the joint owners.

Williams-McDougal Ditch - the crossing of the proposed project over the Williams-McDougal Ditch necessitates the installation of a 5 foot x 3 foot reinforced concrete box culvert approximately 35¼ feet long with a trash rack at the inlet end. Also, the construction of a 5 foot x 3 foot reinforced concrete box culvert across the frontage road easterly of Station 2117+20. An agreement between the State and the joint owners of the Williams-McDougal Irrigation Ditch was approved by your office effective January 22, 1971. This agreement has nineteen (19) joint owners. We are in the process of having each owner execute the agreement.

New Home Ditch - the crossing of the proposed project over the New Home Ditch necessitates the installation of two 24-inch irrigation pipes and a trash rack on the inlet end of one of them. An agreement between the State and the joint owners of the New Home Ditch was submitted to your office for approval by our letter of February 2, 1971. Your letter of February 16, 1971, requested additional information which we are in the process of obtaining. We have verbal approval of the agreement from the joint owners and will have the agreement executed as soon as we receive your approval of the draft.

Smith Irrigation Ditch - the crossing of the proposed project over the Smith Irrigation Ditch necessitates the installation of a 9 foot x 5 foot reinforced concrete box culvert approximately 310 feet long, the construction of inlet and outlet ditches with a 10 foot bottom, the construction of approximately 1200 feet of access road, the construction of a turn-around for the ditch rider in the vicinity of the box culvert and the relocation of one bridge over the existing canal. An agreement between the State and the Owner of the Smith Ditch (Sunnyslope Ranches, Inc.,) has been verbally approved by both parties. It was submitted to you by our letter of February 18, 1971. Upon your approval of the draft, it will be submitted to Sunnyslope Ranches, Inc., for their execution.

3. ONTARIO SAFETY REST AREA — Grade, Pave & Buildings
Project No. I-80N-8(22)376

Reference is made to utility status report for January 28, 1971 letting.

Idaho Power Company - adjustment is presently under way and will be completed by the letting date.

Malheur Home Telephone Company - (MHT) - an estimate and sketch for the adjustment of Malheir Home Telephone Company's facilities was received January 14, 1971. A request for federal-aid participation in a lump sum cost of $764.72 was submitted to the Federal Highway Administration on January 22, 1971. A verbal go ahead, subject to review and approval of Malheur Home Telephone Company estimate and sketch, was received on January 15, 1971. Malheur Home Telephone Company was authorized to proceed with their adjustment as of January 15, 1971. The relocation will be completed prior to the letting date.

4. 6TH STREET AT MORGAN LANE (GRANTS PASS) SECTION — Traffic Signals
Project No. I-5-1(75)59

No utility conflicts anticipated.

5. STEPHEN STREET AT GARDEN VALLEY BOULEVARD (ROSEBURG) SECTION
Project No. T-5026(2) Grade, Pave & Signals

North Roseburg Sanitary District - will adjust manholes during the course of the State's construction at no cost to the State.

Pacific Northwest Bell Telephone Company - will adjust manholes during the course of the State's construction at no cost to the State.

6. OSWEGO HIGHWAY AT S. W. BANCROFT STREET (PORTLAND)
Project No. T-5025(2) Signals, Signing & Channelization

In accordance with the provisions of an agreement between the State and the City of Portland dated August 26, 1970, any required utility adjustments will be handled by the City of Portland.

I certify to the best of my knowledge, the above statements are correct in regard to utility negotiations for the projects scheduled for letting on March 25, 1971.

F. D. Morgan
Construction Engineer

By
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
cc: A. E. Johnson
Frank Hall
V. E. Skoog
D. H. Moehring
C. G. Swenson
R. N. Chase (10)

RECEIVED
UTILITY UNIT

NOTED
A. E. JOHNSON

I-80N-7(34)-301
7539

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 **Phone 378-6511**

TOM McCALL
GOVERNOR

February 24, 1971

City of Baker
P. O. Box 650
Baker, Oregon 97814

ATTENTION: Mr. Jim Adamson,
Superintendent of Public Works

Re: Water Line Adjustment
(Interstate Portion)
Richland Interchange-South Baker
Interchange Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(28)284

Gentlemen:

Reference is made to our letter of April 29, 1970, which approved your estimate and sketch, as submitted with your letter of March 6, 1970.

In a meeting in your office, on February 3, 1971, it was agreed that the allocation of costs between the City and State for the actual cost of constructing the water mains included in the above mentioned estimate, would be as follows:

CAMPBELL STREET

State's share of installing the 12 inch water main	40.26%
City's share of installing the 12 inch water main	59.74%

State to reimburse City 100% of the actual costs of installing the remaining items of their Campbell Street estimate dated March 6, 1970.

"H" STREET

State's share of installing the 10 inch water main	64.4%
City's share of installing the 10 inch water main	39.6%

State to reimburse City 100% of the actual costs of installing the remaining items of their "H" Street estimate dated March 6, 1970.

All other instructions included in our April 29, 1970 letter remain in effect.

Your bill should follow the format set out in this letter. It is important that the costs for furnishing and installing the Water Mains be segregated from the remaining items in the bill. Also please include in the bill, the beginning and completion dates of this work as well as a reference to this letter by date and subject.

As you know, the City plans to install a 12-inch water main in Campbell Street and a 10-inch water main in "H" Street. The State is required to reimburse the City for the actual cost of installing a 6-inch main in Campbell Street and a 4-inch main in "H" Street. This additional cost is set out as betterment in your April 29 estimate. To protect both parties from price fluctuation, it was agreed in our February 3 meeting that the most practical method for providing for betterment was to allocate the City and State shares on a percentage basis. This was determined as follows:

CAMPBELL STREET

State's Portion Of The 12-inch Water Main

1,930 lin. ft. of 4-inch CI PIPE at $2.50 =	$ 4, 825.00
3 only, 4-inch valves at $45.00 =	135.00
Total	$ 4, 960.00

Total Estimated Cost Of The 12-inch Main

1,930 lin. ft. of 12-inch CI PIPE at $6.05 =	$ 11, 676.50
3 only, 12-inch valves at $214.00 =	642.00
Total	$ 12, 318.50

State's Share of the Water Main

$4,960.00/$12,318.50 =	40.26%

City's Share of the Water Main

$12,318.50-$4,960=$7,358.50/$12,318.50	59.74%

"H" STREET

State's Share of the 10-inch Water Main

280 lin. ft. of 6-inch pipe at $3.40 per foot =	$ 980.00
2 only, 6-inch valves at $70.00 each =	140.00
Total	$ 1,120.00

Total Estimated Cost of the 10-inch Water Main

280 lin. ft. of 10-inch CI PIPE at $5.30/ft =		$ 1,484.00
2 only, 10-inch valves at $170.00 =		340.00
	Total	$ 1, 824.00

State's Share of the 10-inch Water Main

$1,120.00/$1,824.00 =	64.4%

City's Share of the 10-inch Water Main

$1,824.00-$1,120.00=$704.00/$1,824.00 =	39.6%

Since no betterment was involved in the remaining items of your Campbell Street and "H" Street estimate dated March 6, 1970, the State will reimburse the City 100% of the costs of performing this work.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

FGP:dl
cc: A. E. Johnson
R. E. Simpson
V. L. Gallagher
V. E. Skoog
H. S. Coulter
C. E. Payton
H. M. Fillmore

RECEIVED
FEB 25 1971
OFFICE OF
STATE HIGHWAY ENGINEER

TRANSACTION NUMBERS 2-40 AND 2-41

FORM PR-48
REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 2-17-71

BY (Signature): MR. ELLISON'S FEBRUARY 10, 1971 LETTER

TITLE: ASST. PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 636 THRU 637

2-17-71

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
636	I-80N-7(34)301	4.32	5,700,000	5,258,000	RICHLAND INTERCHANGE - SOUTH BAKER INTERCHANGE.	GRADE, DRAIN, HIGH TYPE PAVEMENT, 3 STRUCTURES AND PARTIAL ILLUMINATION.
637	I-5-1(75)59	0.00	27,000	24,900	NORTH GRANTS PASS INTERCHANGE	TRAFFIC SIGNALS AND SIGNS ON SOUTHBOUND OFF RAMP.

2-22-71

NOTED
F. B. [illegible]

REMARKS (Division)

I-80N-7(34)301
7539

RECEIVED
FEB 23 1971
FOR FILING

RECEIVED
FEB 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED
SIGNATURE AND TITLE

DATE: 2-17-71

APPROVED
SIGNATURE AND TITLE
R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
FEB 22 '71

FOR FILING
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

NOTED
A. E. JOHNSON

February 11, 1971

I-80N-7(34)301
7539

City of Baker
P. O. Box 650
Baker, Oregon 97814

ATTENTION: Mr. Jim Adamson,
Superintendent of Public Works

Re: Adjustment of Water Facilities and
Sanitary Manholes
City of Baker-Campbell Street Unit
Richland Interchange-South Baker
Interchange Section
~~Baker-Homestead Highway~~ and Ave. 2.
Baker County

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of January 13, 1971, have been approved by the State. You are hereby authorized to proceed with the work as of February 11, 1971, subject to the following stipulations:

1. The City's share of the actual cost of constructing the 10-inch water main (items 1 through 6 inclusive of your January 13 estimate) is 46.30%.
2. The State's share of the actual cost of constructing the 10-inch water main (items 1 through 6 inclusive of your January 13 letter) is 53.70%.
3. The State's share of items 7 through 12 of your January 13 estimate is 100% of the actual cost of performing the work.

Please contact Mr. C. E. Payton, Resident Engineer, 1120 South Bridge Street, Baker, Oregon 97814, telephone 523-5704, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to February 11, 1971 will be made subject to the provisions detailed above, and in accordance with PPM 30-4 upon receipt of your statement of charges.

The bill should follow the format set out in this letter and include the beginning and completion dates of this work as well as a reference to this letter by date and subject. Be sure to segregate the costs included in items 1 through 6 from the remainder of the items shown in your January 13 estimate.

As you know, the City plans to install a 10-inch water main in Campbell Street as a replacement for the existing 4-inch line which is in conflict with the proposed project. This additional cost is set out as betterment in your January 13 estimate. To protect both parties from cost fluctuation, as discussed in our meeting in your office on February 3, 1971, it was agreed that the most practical method for providing for betterment was to allocate the City and State shares on a percentage basis. This was determined as follows:

Estimated Cost Of Constructing 10-inch Water Main (Items 1 through 6)

1965 L.F. 10" CI Pipe	@ $ 5.00/LF =	$ 9,825.00
60 L.F. 8" CI Pipe	@ $ 4.31/LF =	$ 258.60
180 L.F. 6" CI Pipe	@ $ 3.37/LF =	$ 606.60
4 only 10" Gate Valves	@ $ 169.57/Ea =	$ 678.28
2 only 8" Gate Valves	@ $ 119.50/Ea =	$ 239.00
11 only 6" Gate Valves	@ $ 75.70/Ea =	$ 832.70
Total Estimated Construction Cost		$ 12,440.18

Estimated Betterment Cost Of 10-inch Water Main

1965 L.F. 10" CI Pipe @	($5.00/L.F.)	
Less 4" Pipe @	($2.50/L.F.) =	$ 4,912.50
60 L.F. 8" CI Pipe @	($4.31/L.F.)	
Less 4" CI Pipe @	($2.50/L.F.) =	$ 108.60
180 L.F. 6" CI Pipe @	($3.37/L.F.)	
Less 4" CI Pipe @	($2.50/L.F.) =	$ 156.60
4 only 10" Gate Valves @	($169.57/Ea)	
Less 4 - 4" Gate Valves @	($68.67/Ea.) =	$ 403.60
2 only 8" Gate Valves @	($119.50 Ea.)	
Less 2 - 4" Gate Valves @	($68.67/Ea.) =	$ 101.66
11 only 6" Gate Valves @	($75.70 Ea.)	
Less 11 only 4" Gate Valves @	($68.67/Ea.) =	$ 77.33
Total Estimated Betterment		$ 5,760.29

Therefore, the City's share of the actual cost of constructing the 10-inch water main is $5,760.29/$12,440.18 = 46.30%. - (Stipulation No. 1.)

The State's share, therefore, is $12,440.18-$5,760.29 = $6,679.89/$12,440.18 = 53.70%. - (Stipulation No. 2.)

Since no betterment is involved in the remainder of the estimate, Items 7 through 12, the State will pay 100% of the actual cost of performing this work. - (Stipulation No. 3.)

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

PGP:ll
cc: A. E. Johnson
V. L. Gallagher w/attachment
V. E. Skoog "
H. S. Coulter "
C. E. Payton "
H. M. Fillmore "

Note to Mr. H. S. Coulter: Please have State Force Order prepared and submitted for this work (Utility Project No. I-80N-7(28)284, Prefix No. 601-1070. Return one copy of estimate and sketch with SFO.

RECEIVED
FEB 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 4 - 1971
FOR FILING

I-80N-4(34)301
7539

February 19, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for two Interstate Federal-Aid Projects, Item No's. 636 and 637, which we desire to have included in the Federal-Aid Interstate Highway Program.

Item No. 637 qualifies as a safety project per FHWA memorandum of November 25, 1970, based on the accident analysis data forwarded to you under Mr. F. B. Klaboe's letter of November 23, 1970.

Item No. 636 is exempt from State and District Clearinghouse review under paragraph 2(b) of IM 50-1-70, per FHWA memorandum of March 31, 1970, as a substantial amount of right of way was acquired prior to September 30, 1969.

Item No. 637 is exempt from State and District Clearinghouse review per working agreements dated April 28, 1970, and December 1, 1970, respectively.

It is our intention to receive bids for these projects on March 25, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. P. Young
Program and Planning Engineer

Encls.
JGY:dg

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	FEDERAL-AID
DATE SUBMITTED TO W.O.	2-10-71	(PP

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 I-80N 0.83 mi. N. of Baker, S. 4.32 mi. 65	ADT	PRESENT 2,250	FUTURE (66) 4,000 (70)	YE (7

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr. Dr. High-Type Pave., 3 br. 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. A (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Ba	
	NAME OF URBAN AREA 17-31 Baker	ROUTE NO. I	FEDERAL- I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJEC TOTAL ESTIMATED COST	FEDERAL FUND
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE		I-80N 0.83 mi. N. of Baker, S. 4.32 mi.			
5					ROW		(Richland Intchge.- S. Baker Intchge. Sec.)			
5					CONST (CODE)			4.32	5,700,000	5,258,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	4.32	5,700,000	5,258,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

I-80N-7(3)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

10-71

4.32 mi. (65)	ADT	PRESENT 2,250	FUTURE (66) 4,000 (70)	YEAR (71) 91 (72)	REGION 08	STATE NAME Oregon	STATE CODE (2) 35 (3)	APPN CODE (4) 042 (5)
								ITEM NO. (14) 636 (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
(68) (69)	(70)	(71)	(72) (73)	(74) (75)	14 I-80 23	7 -7	(34) 13	(24) 301 (26)	N 27

COUNTY NAME: Baker — CODE (12) 001 (16)

ROUTE NO. I — FEDERAL-AID: I-80N (32) — STATE: 6 (36) — (37) U.S.: I-80N (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54) (58)	(59) (66)	(67) (78)			
. of i.						Gr., Dr., 4-12' lanes H.T. Pave., with 10' R. & 6' L. shldrs., Median var. (16' min. to 106' max.), 3 strs. (length 770'), part. illum. of Campbell St. Intchge.
e.- je. Sec.)						
	4.32	5,700,000	5,258,000	442,000		ROW - 270' min.; access control - full; parking restrictions - complete.
PROJECT TOTALS	4.32	5,700,000	5,258,000	442,000		
		(10) (23)	(24) (33)			

REMARKS

Additional Data: Items 104, 487 and 584; projects I-80N-7(3)284, I-80N-7(22)284 and I-80N-7(28)284 respectively.

-over-

USCOMM DUSCOMM-DC 48908-P61

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: January 29, 1971

In reply refer to: 08-35-EC

I-80N-7(34)301

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7539

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Design Approval under PPM 20-8

Reference is made to Mr. Young's January 13 letter in which he discusses the above subject as it related to a list of 26 Federal-aid projects. With regard to the first point raised in that letter we concur that a design approval for the construction of a section of highway would include all the elements necessary to complete the improvement even though some may be accomplished later under separate contracts. This remains true, however, only if the elements involved are those normally associated with that type of improvement and the proposed improvement remains essentially the same as that originally approved.

We have examined our records for each of the 26 project sections listed in the above-mentioned letter and concur that either design approval has been given or the project had developed beyond design approval stage prior to the effective date of the current PPM 20-8, and no further action is required except as noted below.

In the North Tigard Interchange - South Tigard Interchange Section the area involving the North Tigard Interchange was excluded from design approval.

In addition major revisions under consideration at the Haines Road Interchange may require additional design approval.

2-2-71

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

NOTED
TOM EDWARDS

RECEIVED
FEB 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

R̶ECEIVED
JAN 15 1971
FILING

I-80N-7(34)501
75-39

January 13, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Design approval was granted by the Federal Highway Administration for the following projects on the dates as listed; we hereby request your concurrence that this approval included landscaping and other minor work (such as lighting, signing, screening and sound barriers), although this work may be done by separate contract immediately following completion of construction and as financing permits.

The proposed work in stage construction required to complete the sections of highway as scheduled for construction and this anticipated future work is necessary to improve the esthetics, maintain safety standards and protect the environment.

We further request your concurrence that the requirements of PPM 20-8 were fulfilled in obtaining design approval for the following sections and that the above-mentioned work was included; consequently, no further action is required.

We also request your concurrence that, inasmuch as this work is considered stage construction and no additional right of way is required, the subject projects are exempt from State and Regional Clearinghouse review under paragraph 2b of IM 50-1-70.

We trust the included information is sufficient for you to grant the requested concurrences for the proposed projects.

Richland Interchange-S. Baker Interchange Section, Old Oregon Trail Highway, Baker County — Design approval received on May 13, 1969.

West Fremont Interchange (Unit 2) Section, Stadium Freeway, Multnomah County — Design approval concurred in letter of November 18, 1970.

E. Unit, Pendleton-Emigrant Hill Section, Old Oregon Trail Highway, Umatilla County — Design approval received April 7, 1969.

Columbia County Line-Burlington Section, Columbia River Highway — Design approval received November 17, 1969.

N.E. 60th Ave.-Cascade Highway Section, N.E. Portland Highway, Multnomah County — Design approval received May 27, 1970.

Hayesville Interchange-Battle Creek Section, Pacific Highway, Marion County — Design approval received March 26, 1970.

Jumpoff Joe Creek-Grants Pass Section, Pacific Highway, Josephine County — Design approval received Feb. 13, 1970.

Battle Creek-Talbot Road Section, Pacific Highway, Marion County — Design approval received February 13, 1970.

S. Tigard Interchange-East Portland Freeway Interchange Sec., Pacific Highway, Washington and Clackamas Counties — Design approval received August 9, 1970.

Jantzen Beach Interchange-Columbia Slough Bridge Section, Pacific Highway, Multnomah County — Design approvals received July 1, 1970 and August 31, 1970.

Park St.-Tolman Creek Road (Ashland) Section, Green Springs Highway, Jackson County — Design approval received May 15, 1970.

North Tigard Interchange-South Tigard Interchange Section, Pacific Highway, Multnomah and Washington Counties — Design approval received August 19, 1970.

Woodburn Interchange-Hayesville Interchange Section, Pacific Highway, Marion County — Design approval received September 2, 1970.

Garden Valley Road-Fairgrounds Interchange Section, Pacific Highway, Douglas County — Design approval received July 2, 1970.

South Medford Interchange-South Ashland Interchange Section, Pacific Highway, Jackson County — Design approval received October 26, 1970.

La Grande-Ladd Canyon Section, Old Oregon Trail Highway, Union County — Design approval received May 13, 1969.

Ladd Canyon Section, Old Oregon Trail Highway, Union County, Design approval received May 13, 1969.

Ladd Canyon-North Powder Section, Old Oregon Trail Highway, Union County — Design approval received May 13, 1969.

Olds Ferry-North Fork Jacobsen Gulch Section, Old Oregon Trail Highway, Malheur County — Design approval received May 20, 1969.

North Fork Jacobsen Gulch-North Ontario Interchange Section, Old Oregon Trail Highway, Malheur County — Design approval received May 20, 1969.

Forest Grove Section, Tualatin Valley Highway, Washington County — Design approval received July 28, 1969.

Chemawa Road-Hayesville Section, Pacific Highway East, Marion County — Design approval received December 1, 1969.

Rickreall-Independence Jct. Section, Willamina-Salem Highway, Polk County — Design approval received January 8, 1970.

Winston-Shady Section, Coos Bay-Roseburg Highway, Douglas County — Design approval received May 1, 1970.

Bend N.C.L.-Ward Road Section, Central Oregon Highway, Deschutes County — Design approval received August 13, 1970.

East Fremont Interchange Section (Units "A", "B", "C"), Stadium Freeway Highway, Multnomah County — Design approval concurred in and received April 16, 1969.

Attached for your convenience in identifying the project sections is a copy of our current Tentative Schedule of Contract Lettings.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. E. Young
Program and Planning Engineer

Attachments

BAR:ia

cc: F. B. Kisbee
Frank Hall
R. W. Ellison
R. W. Chase
B. L. Gifford

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

JAN 8 - 1971

Memorandum

I-80N-7(34)301

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 29, 1970

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7539

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

194

SUBJECT: Oregon Project I-80N-7(-)
Richland Interchange - S. Baker Interchange Section
Old Oregon Trail Highway
Campbell Street Interchange Illumination

The proposed illumination of this interchange submitted with Mr. Johnson's December 22 letter is approved. This approval includes the two luminaires which were shown as desirable units.

1-4-71
cy to Merchant
Young
LE George
Coulter

NOTED
A. E. JOHNSON

RECEIVED
DEC 31 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 28 1970
FOR FILING
Maint
Traffic
Rtg - Baker

December 22, 1970

194

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Campbell Street Interchange Illumination
Oregon I-80N-7(-), Baker County
Your Ref. 08-33-DA

In response to your December 7 memorandum, we are submitting two prints of Drawing Nos. 26310 and 2194.

On Drawing No. 26310, which is the plan originally sent to you on November 6, we have circled in red those units which are equivalent to the design at the South Pendleton Interchange. The South Pendleton Interchange plan was previously approved by your office and also referred to in your December 7 letter as an acceptable design to patternthe Campbell Street Illumination plan after.

It is desirable to include the two units circled in blue in the design to give some light in the final merging areas. The grade line of four percent, coupled with the winter snow and ice conditions, create an extreme hazard in areas where traffic is merging. The additional two lights will provide some illumination for any hazards that may exist.

We have crossed out in green those units which are not equivalent to South Pendleton.

The revised estimate for this project is $76,500, which includes engineering and contingencies. The project is presently scheduled for a March 25, 1971, bid opening.

The South Pendleton Interchange Illumination plan, Drawing No. 2194, is being submitted for your information.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 7, 1970

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer Walash
Salem, Oregon

Al Johnson

SUBJECT: Oregon I-80N-7(-)
Richland Interchange-South Baker Interchange Section
Old Oregon Trail Highway
Campbell Street Interchange Illumination
Mr. Johnson's November 6 letter

The proposed illumination appears to be somewhere between full and partial illumination. With the low anticipated traffic which just supports partial illumination the design should be reduced. An acceptable partial design is shown in the AASHO Manual. We would also consider a design similar to South Pendleton Interchange.

NOTED
TOM EDWARDS

RECEIVED
DEC 9 1970
BRIDGE DIVISION

RECEIVED
DEC 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
L. L. WALLACE

NOTED
D. O. Christensen

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 18 1970
FOR FILING

I-80N-7(34)301
17539

December 14, 1970

172

Mr. R. B. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Overcrossing of Campbell Street
Richland Intch. Sec.-Baker Intch. Sec.
Old Oregon Trail Highway, Baker County
Bridge Nos. 9513 and 9513A
Your Ref. 08-33.6

In reply to your December 4 letter, it is intended that the overcrossings of Campbell Street on the subject project will have a moisture barrier system between the concrete deck and the AC pavement.

A study will be made of the various systems and a moisture barrier will be detailed for these structures as soon as it is determined which system is most adequate for the purpose.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
I. D. Merchant
H. S. Coulter
RJW:dh ms

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 4, 1970

In reply refer to: 08-35.6

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Johnson

SUBJECT: Overcrossing of Campbell Street
Richland Interchange Section-Baker Interchange Section
Old Oregon Trail Highway
Baker County
Bridge No. 9515 and 9515A

We have reviewed the detail drawings for the proposed overcrossing of Campbell Street and our comments concern the decks.

In keeping with the instructions given in IM 40-2-70 an acceptable moisture barrier should be included as a deck surface treatment prior to placing the two inches of AC pavement. This barrier or some acceptable type protection as outlined in the IM should be considered for all structures in this area.

NOTED
TOM EDWARDS

RECEIVED
DEC 7 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 9 1970
BRIDGE DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 4 1970

FOR FILING
I-80N-7([illegible])301
7539

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: December 1, 1970

In reply refer to: 08-35.6

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

FROM for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Richland Interchange-South Baker Interchange Sec.
Old Oregon Trail Highway
Baker County
Bridge No. 9804

We have reviewed the plans for the Richland Interchange structure on the subject section.

Our only comment concerns the General Notes on sheet one. The substitute steel listed as "ASTM A574 Grade 50," should be ASTM A572, Grade 50.

NOTED
A. E. JOHNSON

12-3-70
Orig to Merchant
Johnson

NOTED
TOM EDWARDS

RECEIVED
DEC 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 6 - 1970
FOR FILING

I-80N-7(34)301
7539

November 6, 1970

88

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Oregon I-80N-7(-)
Campbell Street Interchange
Illumination, Baker County
Your Ref. 08-35-DA

In response to your August 4 memorandum, we are submitting two prints of Drawing No. 26510 showing a proposed plan for partial illumination of the subject interchange under AASHO Lighting Guide Warrant Case B-4.

The partial lighting is designed for 0.8 foot-candles maintained at a uniformity ratio of 4:1, with the use of 700-watt clear mercury lamps mounted on 15-foot arms at a 50-foot mounting height.

The cost of this project is estimated to be $90,750, which includes engineering and contingencies. The anticipated yearly power cost is $2,015. This project is presently scheduled for a January 28, 1971, bid opening.

Please review this proposal and return one copy of the drawing with your comments and/or approval noted thereon as soon as possible.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
I. D. Merchant
L. H. Young
L. E. George
H. S. Coulter

Att.
DOC:ag ms

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: August 4, 1970

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-7(-)
Richland Interchange-S. Baker Interchange Section
Old Oregon Trail Highway
Proposed Illumination-Campbell St. Interchange

Mr. Merchant's July 28 letter submitted a preliminary layout for the proposed illumination of the subject interchange. Case B-1 and B-4 of the AASHO Lighting Guide was cited as justification. The plan proposed includes thirteen 100-foot towers at an estimated cost of $131,600.

The scale of illumination proposed at this interchange is inconsistent with the existing conditions. The current ADT does meet the warrant (Case B-4) for partial interchange lighting. The warrant cited for full interchange lighting (Case B-1) requires that there be existing substantial commercial or industrial development which is lighted during the hours of darkness located in the immediate vicinity of the interchange or that the crossroad approach legs are lighted for 1/2 mile or more on either side of the interchange. Neither of these conditions exist at the present time.

Until such time as the warrants for full interchange lighting are met we are unable to approve the plan submitted. However, we would consider for approval a plan for partial interchange lighting under Case B-4. Since it is anticipated that there will be a substantial commercial buildup at this interchange soon after it is completed which would meet the requirements of Case B-1 it might be advantageous to defer the installation of illumination until such time as full interchange lighting is warranted. The conduit required for full interchange lighting could be installed under the roadway during the grading portion of the project.

Johnson
Get [illegible]

RECEIVED
SEP 14 1970
BRIDGE DIVISION

NOTED
TOM EDWARDS

RECEIVED
AUG 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 30 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-7(34)301
7539

July 28, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97310

Dear Mr. Simpson:

Campbell Street Interchange
Richland Intchg.-S. Baker Intchg.
Old Oregon Trail Highway
Baker County Bridge No. 9515B

Attached are two prints of the preliminary layout for the proposed illumination of the Campbell Street Interchange.

It is intended to illuminate this interchange to an average maintained value of 0.9 fc at a 4:1 uniformity ratio with 1000 watt luminaires tower-mounted at 100 feet.

The lighting of this interchange is warranted under Case B-4 of "An Informational Guide for Roadway Lighting" March 1969, as published by AASHO. As tower lighting is proposed for this interchange and is proving itself superior to conventional lighting in terms of greater visibility and safety, partial lighting was not deemed feasible or appropriate. It is also anticipated that there will be a substantial commercial buildup at this interchange after its completion which will also warrant full interchange lighting under Case B-1. The 1970 ADT does not reflect this commercial expansion.

The City of Baker has been contacted and has expressed a desire to have the interchange lighted and is willing to extend their lighting to the interchange.

The cost of this project is estimated to be $131,600 which includes engineering and contingencies. The anticipated yearly power cost is $2,950.

A copy of the 1970 ADT is attached for your information.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

RECEIVED
JUL 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

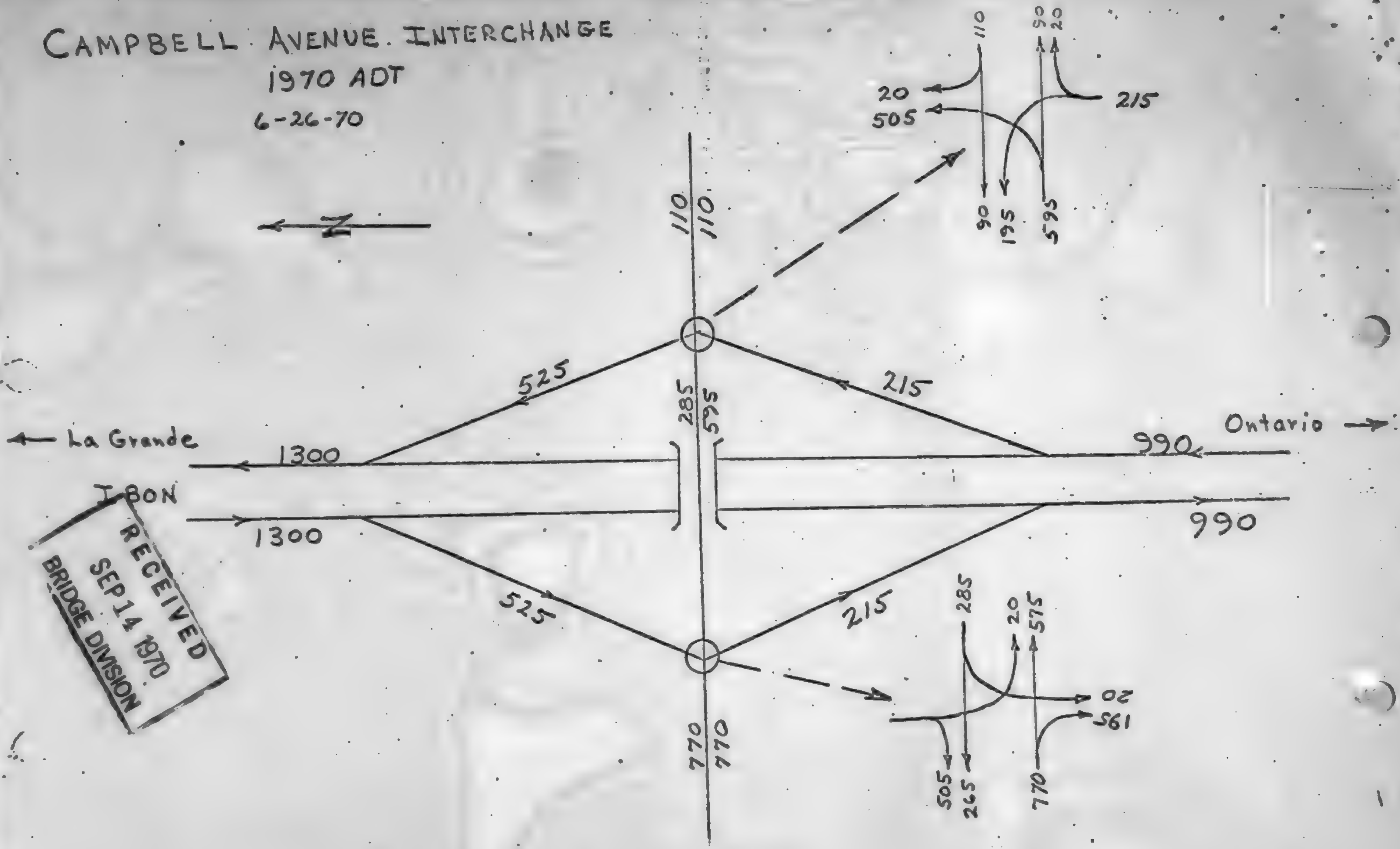
NOTED
A. E. JOHNSON

DOC:dh
Attachment
cc A. E. Johnson
L. H. Young
V. E. Skoog
L. E. George

CAMPBELL AVENUE INTERCHANGE

1970 ADT

6-26-70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RECEIVED
SEP 14 1970
BRIDGE DIVISION

RECEIVED
OCT 28 1970
UTILITY UNIT
FOR [illegible]

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

I-80N-7(34)301

7539

October 23, 1970

California-Pacific Utilities Company
2003 First Street
Baker, Oregon 97814

ATTENTION: Mr. C. Stanley Rasmussen

RE: Power Distribution Line
North Powder-Baker Utility Project
Richland Interchange-South
Baker Interchange Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(28)284

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of September 16, 1970, have been approved by the State and the Federal Highway Administration. You are hereby authorized to proceed with the work as of October 21, 1970.

Please contact Mr. C. E. Payton, Resident Engineer, 1120 South Bridge Street, Baker, Oregon 97814, Phone 523-5704, at least three days prior to beginning work.

Reimbursement for work performed on and subsequent to October 21, 1970 will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

NOTED
A. E. JOHNSON

RECEIVED
OCT 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

PGP:fw
cc: A. E. Johnson
R. E. Simpson
V. L. Gallagher (w/att.) (2)
V. E. Skoog "
H. S. Coulter (w/att.) (2)
C. E. Payton "
G. A. Starkey "
H. M. Fillmore "

NOTE TO H. S. COULTER: Please have a State Force Order prepared and submitted for this work (Project I-80N-7(28)284, Prefix 601-1070). Return one copy of estimate and sketch with State Force Order.

RECEIVED
UTILITY UNIT
OCT 5 - 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

378-4511
XXXXXX

I-80N-7(34) 301
7539

September 30, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St., N. E.
Salem, Oregon 97301

Re: Power Distribution Line
Adjustment
California Pacific Utilities
Company
North Powder-Baker Utility
Project
Richland Interchange-S. Baker
Interchange Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(28)284

NOTED
A. E. JOHNSON

Dear Sir:

Attached are two (2) copies each of the following data pertaining to this subject:

1. The Company's estimate of cost for doing the work dated September 16, 1970.
2. Appropriate sketch maps prepared by the Company showing the work to be done.

As you know, the Company is submitting three separate estimates to cover the relocation of their distribution facilities between North Powder and Baker. Our letters dated September 16 and 21, 1970, submitted the portion from North Baker to Richland Interchange. This completes the estimates for the Company's distribution facilities on this utility project. Certification of the Company's rights in the land occupied by their facilities, the use of Carlson Construction Company for the contract work and the State's share of the cost of the work (31/97) have been covered in the September 16 transmittal.

Appropriate permits will be submitted for your approval by separate correspondence.

Your approval of this agreement as evidenced above (including the contract method) and authorization to proceed with the work under the provisions of PPM 30-4 is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

(for) T. W. Litchfield
Railroad & Utility Engineer

PGP:djg
Enclosures
cc: A. E. Johnson
V. L. Gallagher (2)

RECEIVED
SEP 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP [illegible]
FOR

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-80N-7(34)301

7539

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: September 21, 1970

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-7
Campbell Street Interchange at Baker

Mr. Hall's September 15 letter requests a 60-foot shift to the east of the access control on the north side of relocated Campbell Street west of the Interstate. The purpose of the request is to make provision for a proposed 60-foot public street. With the shift in the access control line approximately 300 feet of access control will remain between the end of the southbound offramp terminal radius and the public street.

It is our understanding the Logsdon property, File 42927, has not been acquired. The appraisers should supplement their appraisals with an opinion of what effect on value, if any, the proposed revision of access control will have; otherwise, the proposed shift is approved.

orig to Hall
copy to Moehring
9-24-70

RECEIVED
SEP 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 17 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

Maint
[illegible]
Baker

September 15, 1970

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Campbell Street Interchange, Baker Bypass
Old Oregon Trail Highway, Baker County

Herewith a section of the right of way map on the Campbell Street Interchange showing a proposed 60-foot wide public street running from our relocated Campbell Street northerly. The owners of this property in the northwest quadrant of our proposed interchange wish to dedicate this 60-foot street to the public. To gain entry to this street it will be necessary to revise our proposed access control line easterly approximately 60 feet. This revision will still provide us with almost 300 feet of control from our ramp radius.

The right of way required through this owner is presently in condemnation. If approval to move the access control is obtained we will revise our case. The owner of this property has requested that we obtain from you, in writing, assurance that if he dedicates this public street you will permit the access control revision.

We request that you provide us with such a letter.

Very truly yours,

R. L. Porter
State Highway Engineer

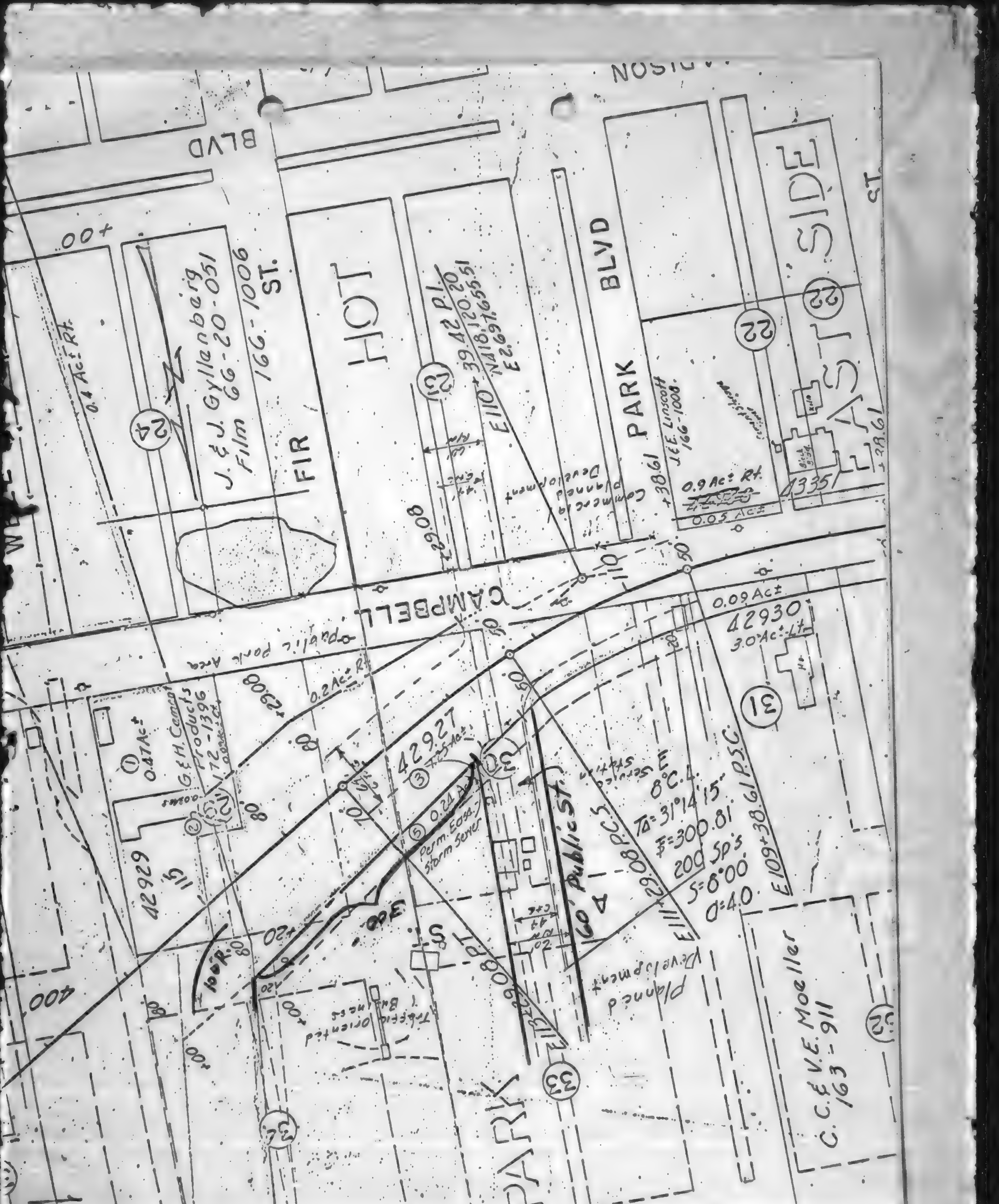
By ORIGINAL SIGNED BY FRANK L. HALL

Frank L. Hall
Design Engineer

DNS:jp
cc: F. B. Klaboe
H. S. Coulter
D. H. Moehring

RECEIVED
SEP 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Attach

BLVD
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RECEIVED
JUN 30 1970
FOR FILING
I-80N-7(34)301
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21 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 25, 1970

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-7(-)302
Overcrossing of Campbell Street
Preliminary Bridge Plans

The preliminary plans submitted by Mr. Merchant's June 11 letter are approved.

NOTED
TOM EDWARDS

Copy - Merchant
6-30-70

RECEIVED
JUN 26 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 12 1970
FOR FILING

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-7(34) 301
1537

June 11, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon 97310

Dear Mr. Simpson:

Re: Richland Intchg-South Baker Intersection
Old Oregon Trail Hwy., Baker Co.
O'xing of Campbell Street
Bridge Nos. 9515 and 9515A

Transmitted herewith are two prints each of the following data: Preliminary Plan & Elevation, Drwg. No. 26075, Grading Plan, Sheet No. 6, Interchange Sheet, Architectural Sketch and Foundation Report.

A single span structure is best suited to the geometrics of this bridge site. Tentative layouts for a three span structure resulted in extremely short end spans particularly on the north side of Campbell Street.

The narrow width of the box girder, accomplished by the cantilever deck overhang, results in about the same quantity of superstructure concrete as would be required by a box girder with a wider bottom slab and thinner deck overhang. The narrower abutment face compatible with the proposed superstructure saves some concrete quantity.

We feel that this design will be exceptionally pleasing in appearance as illustrated by the architectural rendering. Various methods of architectural treatment for the faces of the abutment are presently under consideration.

NOTED
TOM EDWARDS

The estimated cost, based on a price per sq. ft. of deck area, is $244,000 per each structure. This includes an allowance for engineering and contingencies.

This information is sent as a preliminary submittal for your approval.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

LLW:ag;smd
cc
T. Edwards
L. Young
V. Skoog

RECEIVED
JUN 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 10 1970
FOR FILING

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6-2-70

June 5, 1970

City of Baker
City Hall
Baker, Oregon 97814

A&R 474

Attention: George O. Hiatt
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement with the City of Baker concerning improvement of Campbell Street as an access route between the downtown area and proposed new routing of I-80N.

We have retained a fully executed copy of this supplemental for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conf. agreement attached)

RECEIVED
MAY 7 - 1970
FOR FILING

Maint
Loaf
Rtg · Baker

May 7, 1970

Oregon State Highway Commission

Gentlemen:

Appearing on the agenda for your consideration at the June 2 meeting will be a supplemental throughway agreement with the City of Baker concerning the improvement of Campbell Street as an access route between the downtown area and the proposed new routing of I-80N.

The original agreement, which you approved April 23, 1968, will remain in full force and effect wherever applicable. In the agreement it was stipulated that this portion of Campbell Street would be constructed with a width of 44 feet; however, the City has requested that the width be increased to 64 feet and agrees to furnish the required additional right-of-way and pay all added costs incurred by reason of the increased width and a larger storm sewer system.

I recommend your approval and request authority for the Secretary to sign the supplemental agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
F. D. Morgan
L. H. Young
V. E. Skoog
H. S. Cox
H. S. Coulter

MCH:ljt sr

FORM 2-80 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
May 5, 1970

SUBJECT: Supplemental Throughway Agreement
North Powder-Baker Section
Old Oregon Trail, Hwy. No. 6 (I-80N)
City of Baker
(orig. agree. 4/23/68)

To: Mr. Floyd Query, Secretary
Oregon State Highway Commission
BUILDING

REFERRED TO
admin
BY SECRETARY

To place on June agenda
if approved

Attached hereto for your consideration are three copies of a supplemental throughway agreement which deals particularly with the improvement of a portion of Campbell Street in the City of Baker. The documents have been properly executed by the city officials and a copy of their resolution is attached to each. Also attached is a suggested draft of a letter which may be used for presentation to the Highway Commission at their June 2, 1970 meeting.

The City of Baker is agreeing to pay all the difference in cost that will be incurred by reason of increasing the width of the street from 44 feet to 64 feet and a larger capacity storm sewer system.

Please study the contents of the agreement and, if you approve, forward to the Assistant State Highway Engineer for his signature and placement on the agenda.

Mainor C. Holmes
Mainor C. Holmes
Office Engineer
County and City Department

MCH:ljt
Attachments

RECEIVED
MAY 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FLOYD QUERY

SP*82478-784

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MAY 13 1970
FOR FILING

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RECEIVED
MAY 5 - 1970
ENGINEER
COUNTY & CITY DIVISION

"CENTER OF OREGON'S ADVENTURELAND"

CITY OF BAKER OREGON
P. O. BOX 671
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

May 4, 1970

NOTED
F. B. KLABOE

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Salem, Oregon 97310

Re: Campbell Street Access Agreement

Dear Mr. Cox:

Please find enclosed the three signed copies of the Supplemental Agreement between the State and the City of Baker, with a copy of Resolution No. 2157 passed by the City Council on April 13, 1970.

As you are undoubtedly aware, we have had some right of way problems, these however have been resolved, and our original request is still for improvement to Main Street. We are also aware that you are having problems with your money stretching machinery.

file this

The City of Baker requests that the replacement of the Powder River Bridge be reconsidered and scheduled for completion prior to the opening of traffic on the Campbell Street access. It is possible to live with the unimproved portion of Campbell Street, and it may be practical for the City to consider reallignment and construction of this portion under another financing plan, since the City and County own fifty percent of the abutting property, however it is not financially possible nor practical for this City to finance all of the construction of the Powder River Bridge.

The Powder River Bridge, besides being narrow and a bottle-neck, is definitely in need of replacement. The State should investigate this matter as soon as practical; inspection indicates that, (1) the wooden deck is working on the beams, (2) beam deflection is excessive since the asphalt is breaking away from the deck, (3) crushing of concrete under the beam plates indicate some failure of the abutments.

The City wishes to thank the Highway Department for its cooperation and again request that at least the Powder River Bridge construction be reconsidered.

Very truly yours,

Vernon Z. Jacobson
Vernon Z. Jacobson
City Manager

Copies to Klaboe ✓
Bribec
Anderson

VZJ:vh

RECEIVED
MAY 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 30 1970
FOR FILING

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OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 27, 1970

NOT
F.B. KLABOE

Mr. Vernon Z. Jacobson, City Manager
City Hall
Post Office Box 671
Baker, Oregon 97814

Dear Mr. Jacobson:

Herewith for your consideration are four copies of a proposed supplemental agreement pertaining to the improvement of Campbell Street between Birch and Ash Streets in the City of Baker.

In compliance with City's request, State proposes to construct said street with a 64-foot width and increase the sewer system to City specifications with City to pay the cost of the additional work and right-of-way required.

The State is not in a position to enter into an agreement concerning the portion of Campbell Street lying between Ash and Main Streets at this time.

Please study the provisions contained in the proposed agreement and, if acceptable to you, present it to the City Council for thier consideration and approval. The Council is requested to adopt an ordinance or resolution, as the case may be, authorizing the Mayor and Recorder to sign the documents. Return three signed copies of the agreement and resolution to this office for presentation to the Highway Commission. Following certification by the Highway Commission Secretary, a fully executed copy will be returned for the City's permanent records. In the interim, the fourth copy should be retained for your reference.

If this office can be of any assistance whatever concerning this, or any other matter, please feel free to call.

Very truly yours,

Forrest Cooper
State Highway Engineer

By: Mainor C. Holmes
for H. S. Cox
County and City Engineer

MCH:ljt
Enclos

bc: R. L. Porter
F. B. Klaboe
Victor Wolfe
D. J. Barbee
F. D. Morgan
L. H. Young
H. S. Coulter(w/att)

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OFFICE OF
STATE HIGHW[illegible] ENGINEER

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MAR 30 1970
FOR FILING
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Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: March 26, 1970

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(-)
Richland Interchange
Preliminary Plans

Preliminary plans submitted by Mr. Merchant's March 2 letter are approved.

3-30-70
REFERRED TO Barber - Merchant
BY [illegible]

NOTED
F. B. KLABOE

RECEIVED
MAR 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 23 1970

FORM E-20 (REV. 10-60)
FOR FILING
I-80N-7(34)301
7539.

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
March 19, 1970

SUBJECT: Supplemental Throughway Agreement
North Powder-Baker Section
Old Oregon Trail, Hwy. No. 6 (I-80N)
City of Baker
(original agreement April 23, 1968)

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached hereto for your consideration is a draft of a proposed agreement concerning construction of Campbell Street to an increased section of 64 feet, as requested by the City of Baker.

The City is to pay all additional costs incurred and furnish the necessary 80 foot right-of-way.

Please study the contents of the draft and, if acceptable to you, forward to the Design Division for their consideration and return to this office for preparation in final form and presentation to the City of Baker for execution.

Mainor C. Holmes
Mainor C. Holmes
Office Engineer
County and City Department

MCH:ljt
Attachments

NOTED
F. B. KLABOE

RECEIVED
MAR 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Ref'd to Barker to check & forward to Cox. 3-20-70

RECEIVED
MAR 16 1970
FOR FILING

I-80N-7(34)301
7539

March 13, 1970

Ms. Nadaine Hudson
2790 Church Street
Baker, Oregon 97814

Dear Ms. Hudson:

Thank you for your letter of March 10 relative to the proposed widening of Campbell Street in Baker.

Based on the City's request, we are currently in the process of working up plans for the improvement of Campbell Street as a cooperative project to be financed mutually by the City and the State.

The City has requested a 64-foot road section be constructed on that portion of Campbell Street between I-80N and Main Street, with the City paying the costs for the additional width between 44 feet and 64 feet.

It is currently planned that the portion of Campbell Street between I-80N and Ash Street be improved in the near future; however, the portion westerly thereof, from Ash Street to Main Street, would be postponed due to lack of State funds and other related matters.

If you wish to pursue this matter further or if additional information is desired, may I suggest you contact the city officials of Baker.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: City of Baker
bc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. I. Lindas
D. J. Barbee
D. H. Moehring/att.
H. S. Coulter/att.
H. S. Cox/att.

DNH:mm sr

Route To

REFERRED TO
admin
BY SECRETARY

NADAINE HUDSON
2790 CHURCH ST.
BAKER, OREGON 97814

March 10, 1970

10031

Oregon State Highway Dept.
Salem, Oregon 97310

To whom it may Concern: —

I live on 9th street here in Baker where the City is supposed to be paving our streets this summer. Our City passed a Bond Issue sometime ago for paving our streets and now we hear they want to use some of it to widen Campbell street, for which it wasn't intended to be used.

We understand the State will pave a 44 foot street from the new Highway into Baker on Campbell and we all feel that will be wide enough to handle all the traffic that will ever come into Baker. Anyway if it didnt we don't feel people should be forced to have a highway up to their front door, or to even take off part of their house to make it wider. If it was necessary it might be OK but it is not necessary.

If there is anything you can do to help these people who are so effected we would appreciate it. It all seems so unfair & not necessary at all. Thank you

Respectfully
Nadaine Hudson

RECEIVED
MAR 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 11 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 19 1970
FOR FILE

[illegible]
I-80N-7(34)301
7539

February 18, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Campbell Street Interchange, North Powder-Baker Section, Old Oregon Trail Highway, Baker County

Enclosed are a preliminary layout sheet and correspondence from the City of Baker regarding Campbell Street and our highway interchange.

The sheet has been revised to show a four-lane section on Campbell Street to tie in to the City's proposed four-lane section. The enclosed correspondence commits the City of Baker to the proposed four laning.

Please initial the revision box on the standard sheet and return to this office.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosures
(5-K-3)

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
H. S. Coulter

DNS:jp srb

ORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 17, 1970

NOTED
H. S. COX

SUBJECT: Campbell Street
City of Baker
Baker County

o:

Mr. H. S. Cox
County and City Engineer
Building

RECEIVED
FEB 19 1970
ENGINEER
COUNTY & CITY DIVISION

Reference is made to data from the City of Baker which you recently forwarded to us in regard to Campbell Street from the freeway in to Main Street.

The widening from 44 feet to 64 feet on the section from the interchange to Ash Street and the requested sewer work will be included in the plans; however, as previously advised, the State can not take on the improvement of the section from Ash Street to Main Street at this time.

D. J. Barbee
Design Engineer

By

a D Olson
A. D. Olson
Preliminary Design Engineer

ADO:jp
cc: H.S. Coulter w/attach.
F.B. Klaboe w/attach.

NOTED
DON HARWELL

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
FEB 18 1970
ENGINEER
COUNTY & CITY DIVISION

La Grande, Oregon
February 17, 1970

NOTED
H. S. COX

SUBJECT: Campbell Street
North Powder-Baker Section
Old Oregon Trail Highway
Baker County

To:
Mr. H. S. Cox
County & City Engineer

SALEM

While discussing utilities with Eldon Ickes, City Engineer of Baker, he asked me some questions concerning the City's share of costs of the Campbell Street project, as related in your letter to Vernon Jacobson June 3, 1969. I couldn't answer his questions, but advised him I would get the information for him.

He needs to know the total cost to the City of the project as a whole from Main Street, to and including the interchange area. He would like these broken down into sewer costs and street costs; and, I assume, by sections. His specific questions regarding your letter are as follows:

1. Would the City have any obligation in the $176,000 for the 44-foot street from Ash to Main?
2. Is the cost of a new bridge included in the Ash to Main figures?
3. Does the $14,000 for sewer costs include the sewer along the "A" line to "H" Street?

Would you please forward this information to him.

H M Fillmore
H. M. Fillmore
Field Utilities Liaison Engineer

HMF:sh

NOTED
MAINOR C. HOLMES

Information sent to Mr. Ickes & Mort on 2-19-70.
Mainor

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED

"CENTER OF OREGON'S ADVENTURELAND"
CITY OF BAKER OREGON
P. O. BOX 671
BAKER, OREGON 97814
Office: City Hall
Ph. 523-4437

NOTED
H. S. COX

RECEIVED
JAN 27 1970
ENGINEER
COUNTY & CITY DIVISION

January 26, 1970

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Re: Request for Improvements, I80N. (Campbell Street Interchange)

Dear Mr. Cox:

This letter will reaffirm the City of Baker's request for improvements on the Campbell Street access and the request for permits on crossing the freeway with utility services.

The City Council and Budget Board at a special meeting, January 21, 1970, did unanimously reaffirm the request and City participation in the Campbell Street access and improvement. The request was as follows:

1. Storm Sewer and subsurface drainage, along the freeway, from Campbell Street to H Street with a crossing to the Baldock Slough on the east side of the freeway; as per design submitted.

   City will pay the cost difference between the size required by the State and that required by the City, for an expanded system.

2. City requests a 64 foot road section, on the access, from the Interchange to Main Street, on Campbell Street.

   a. Ash Street to Interchange.
      (1) City to provide the right of way necessary, (80 feet).
      (2) City to pay difference in construction width, between 44 feet and 64 feet.
      (3) City to pay for increased storm sewer size requested by City.

   b. Ash Street to Main Street (Hwy. 86 and 203)
      (1) City to provide right of way, (80 feet)
      (2) City to pay difference between 44 feet and 64 feet section.

add City storm sewer to plan
add
OK FBK

Barbee to discuss 64' width & extension from Ash to Main w/Klabol.

Not at This time - per FBK

"CENTER OF OREGON'S
ADVENTURELAND"
CITY OF BAKER OREGON
P. O. BOX 671
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

(3) City requests realignment of roadway, between Grove Street and Resort Street, plus replacement of bridge crossing Powder River.

The City requests the construction of the above section to be completed prior to opening of the freeway, since it would create a major problem to construct after the opening to traffic of the Campbell Street access.

The City also requests that Interchange lighting be installed, as the Cities plans call for complete relighting of Campbell Street from Main Street to the Interchange.

Please find enclosed a City map indicating the location of utility services crossing the freeway, showing pipe sizes required and uses. We need to know exact location allowed and casing type and depth required by State. In addition it will be necessary for the State to indicate location and type of service required for their use. (i.e. water, power, etc.)

Thank you for your cooperation; we are more than willing to cooperate with the State in providing an excellent access to the City and will meet our financial obligation in order to accomplish this plan.

Very truly yours,

Vernon Z. Jacobson

Vernon Z. Jacobson
City Manager

VZJ:vh

JAN 26
ENGINEER
COUNTY & CITY DIVISION

SPECIAL BUDGET BOARD MEETING

January 21, 1970

The Budget Board met in special session at 7:00 P.M. with Chairman John M. Brown presiding, after being notified by written notice, signed and given by Chairman Brown of the City of Baker Budget Board and the original of said notice is on file in the office of the City Manager of the City of Baker, Oregon.

The meeting was called to order at 7:00 P.M. and roll call was answered by Mayor R. E. McNeil, Hans Neuberger, Bill Gwilliam, Russell Rode, Charles Simpson, Erhardt Buchfinck, Kenneth Kofford, Forrest Johnson, John Rogers, Jesse Smurthwaite, John Brown, Oscar Nygord and Douglas Benton. Dale Lethlean was absent.

Also present was City Manager Jacobson, City Attorney Marlette, City Recorder Hiatt and City Engineer Ickes.

The purpose of the Special Budget Board Meeting was stated to be for the purpose of considering the City's share of the Campbell Street interchange access improvement funds.

City Manager Jacobson explained the reason for the special meeting. The Oregon State Highway Department had notified the City that construction bids would be let in April for the North Powder-Baker section of the Freeway, Interstate Highway 80-N. The State wants assurance that the City's share of funds will be available for the Campbell Street access route into the City and the storm sewer system.

With the aid of a City of Baker map, the City Manager outlined the proposed freeway route, the Campbell Street Interchange, the access route from the Interchange to Main Street, also the Storm Sewer System planned for this area. As per Oregon State Highway Department letter dated on June 3, 1969, the cost estimates were quoted and explained in detail. The State and City already have an agreement in force, and by negotiation, the State has already agreed to reconstruct Campbell Street from the Campbell Street Interchange to Main Street to a 44 foot curb-to-curb width. The City desires, by previous City Council action, a 64 foot curb-to-curb street for this section and the State agrees to construct this width for an additional estimated cost to the City plus any additional right of way that may be necessary. The City also desires extra size storm sewer pipes; the added pipe cost quoted as $14,000. may be two sewer systems.

As per Oregon State Highway Department job cost estimates, the following is a breakdown, as submitted to the Budget Board, of the Campbell Street Interchange access area:

	City	State	TOTAL
Main Storm Sewer	$ 75,000	$ 79,000	$ 154,000
Ash Street to Interchange	52,000	88,000	140,000
Main Street to Ash Street	57,000	176,000	233,000
GRAND TOTAL	$184,000	$ 343,000	$ 527,000

It was pointed out that an additional expenditure of funds will be required to construct new water and sanitary sewer lines needed to serve potential business in the area. Engineering costs must be considered for the total project.

Discussion held regarding including the Campbell Street access area into an Improvement District whereby property owners would be assessed for street construction.

Allocating the City's share of construction costs was discussed. Half of the necessary funds are immediately available. The City Recorder explained various procedures to acquire the balance of the City's share. He suggested that with the approval of the Council, the City may borrow from City Reserve funds.

It was the unanimous consensus of the Budget Board Members to verify the fact that the City's share of construction costs for the Campbell Street access route and the storm sewer will be available to the Oregon State Highway Department upon request.

Upon the MOTION by Charles Simpson, seconded by Douglas Benton and the unanimous vote of the Budget Board Members to affirm the previous action of the City Council in recommending a 64 foot curb-to-curb width for the Campbell Street access from the Interchange to Main Street, also affirm approval for the extra size storm sewer pipes for the area concerned and to pay the additional estimated costs plus any additional right of way that may be necessary.

Meeting adjourned.

SIGNED: John M. Brown

John M. Brown, Budget Board Chairman

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MAR 10 1970
FOR FILING

I-80N-7(34)301
17539

MEMO TO THE FILES
March 9, 1970

Campbell Street, City of Baker

March 4, 1970, while at Baker in the County Court room, a citizen of Baker came in and protested to Commissioner Gil Wright the widening of Campbell Street to a 64' curbed section as proposed by the City of Baker. He further stated that a petition was being prepared protesting this widened street and the assessment method of financing.

After the citizen had gone, Gil Wright asked for my opinion. I told him that I was aware of the City's request and, indeed, we were at this very time preparing a supplementary agreement covering their proposal. I told him that it was not my intent to discount the City proposal; however, I did say that our original plans called for a 44' curbed street. Also, I reminded Mr. Wright that both Salem and Bend had lost suits involving property assessments on street widening and that this method of raising money might prove impossible.

H. S. Cox
H. S. Cox
County and City Engineer

HSC:mm

cc: F. B. Klaboe ✓
D. J. Barbee
Bob Holland

NOTED
F.B. KLABOE

RECEIVED
MAR 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 20 1970
FORM S-30-X (12-67)
FOR FILING

I-80N-7(34)5-1
7539

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 17, 1970

SUBJECT: Campbell Street
City of Baker
Baker County

To: ~~Mr. H. S. Cox~~
~~County and City Engineer~~
~~Building~~

Reference is made to data from the City of Baker which you recently forwarded to us in regard to Campbell Street from the freeway in to Main Street.

The widening from 44 feet to 64 feet on the section from the interchange to Ash Street and the requested sewer work will be included in the plans; however, as previously advised, the State can not take on the improvement of the section from Ash Street to Main Street at this time.

D. J. Barbee
Design Engineer

By A D Olson
A. D. Olson
Preliminary Design Engineer

NOTE
F. B. KLA

ADO:jp
cc: H.S. Coulter w/attach.
F.B. Klaboe w/attach.

RECEIVED
FEB 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 4 - 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-7(34)301
7532

June 3, 1969

Mr. Vernon E. Jacobson
City Manager
City Hall
Baker, Oregon

Dear Vern;

Estimates are now complete on Campbell Street as per your request of May 1, 1969, and are as follows:

Interchange to Ash Street	$102,000	(44' c-to-c)*	$38,000	(44' to 64')
Ash Street to Main Street	176,000	(44' c-to-c)	57,000	(44' to 64')

*This includes $14,000 added cost for longer sewer pipes at the request of the City of Baker.

As you know, State and City already have an agreement in force, and by negotiation, State already has agreed to reconstruct Campbell Street from the Campbell Street interchange to Ash Street to a 44' curb-to-curb width. Therefore, State's obligation for this section is $102,000 - $14,000 (for extra size sewer) = $88,000. If the City desires a 64' curb-to-curb street for this section, the estimated cost would be $38,000 + $14,000 = $52,000 plus any additional right-of-way that may be necessary.

That section of Campbell between Ash and Main must be held in abeyance for some time due to the financial condition in which the State presently finds itself. We would agree that improvement of this section as proposed by City is most desirable, but unfortunately the Highway Department has already committed itself to its limit on co-op projects within cities.

Please advise this office regarding your desires on the Interchange-Ash Street Section so that proper planning may be inaugurated.

Very truly yours,

H. S. Cox

H. S. Cox
County and City Engineer

NOTED
B. KLABOE

HSC:mm

cc: R. L. Porter
D. J. Barbee
F. B. Klaboe

RECEIVED
JUN 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 28 1969

FOR FILING

I-80N-7(34)301
7539

Salem, Oregon 97310
May 26, 1969

Campbell Street
City of Baker

Mr. H. S. Cox
County-City Engineer
BUILDING

2866

You recently wrote us a memo concerning requests by the City of Baker for additional work on Campbell Street. I have had the proposals estimated and it appears that the split of funds for accomplishing this work is as follows:

	44 feet curb-to-curb	44 feet to 64 feet
Interchange to Ash Street	$102,000*	$38,000
Ash Street to Main Street	176,000	57,000

*This includes $14,000 added cost for larger sewer pipes at the request of the City of Baker.

The City's obligation would be $176,000 plus $38,000 plus $57,000 plus $14,000 for a total cost of $285,000. The State's share of the cost is, as already agreed upon, $102,000 minus the $14,000 or $88,000.

I have been informed that the City's proposition is for us to pick up at our expense the cost of improving Campbell Street between Ash Street and Main Street to a 44-foot curbed section. If this is true, I do not believe that the Commission will approve this expenditure at this time. As you know, we already have a large backlog of cooperative projects and it appears that the Commission's desire is to get rid of many of these old ones before taking on new ones.

At any rate, we do owe the City estimates for these various proposals and I suggest that you convey them to the City without accepting any further obligation than now exists.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
D. J. Barbee

FORM 2-30*(12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 22, 1969

Assignment: FBK-2866
SUBJECT: Campbell Street Section
City of Baker - Baker County

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

Reference is made to Si Cox's memo dated May 2, 1969 in regard to widening of Campbell Street in Baker. This has been discussed further with Mr. Cox in order to clarify the financial split as suggested by the City Manager.

We are obligated to build a 44-foot section on Campbell Street from the interchange westerly to the intersection with the Baker-Homestead Highway (at Ash Street). The City wants this section widened to 64 feet curb-to-curb and has indicated a willingness to pay the extra construction cost and furnish the necessary right of way. From Ash Street westerly to Main Street, the Baker-Homestead Highway (US 86) is on Campbell Street. It turns south on Main and intersects the Old Oregon Trail (US 30) at Broadway Avenue. The City also wants the portion of Campbell Street from Ash Street to Main Street improved to 64 feet curb-to-curb and has indicated a willingness to pay the difference in cost between a 44-foot curbed section and the 64-foot curbed section and to provide the necessary right of way.

The City has requested estimates of this work and these have been prepared in this office, based on the recent field location data on the easterly section:

	44 feet curb-to curb	44 feet to 64 feet
Interchange to Ash Street	$102,000*	$38,000
Ash Street to Main Street	176,000	57,000
	$278,000*	$95,000

*This includes $14,000 added cost for larger sewer pipes at the request of the City of Baker.

The City obligation would presumably be $95,000, plus approximately $14,000 presently obligated for increased sewer line capacity on the current project, plus an undetermined right of way cost for the additional widening. The State would presumably be obligated for $264,000 for the total improvement from the interchange to Main Street.

This has been discussed with the Bureau of Public Roads, and I have been advised that they see no reason why they cannot build the wider section through the interchange if the adjacent section is improved to this standard concurrently or is committed for early construction.

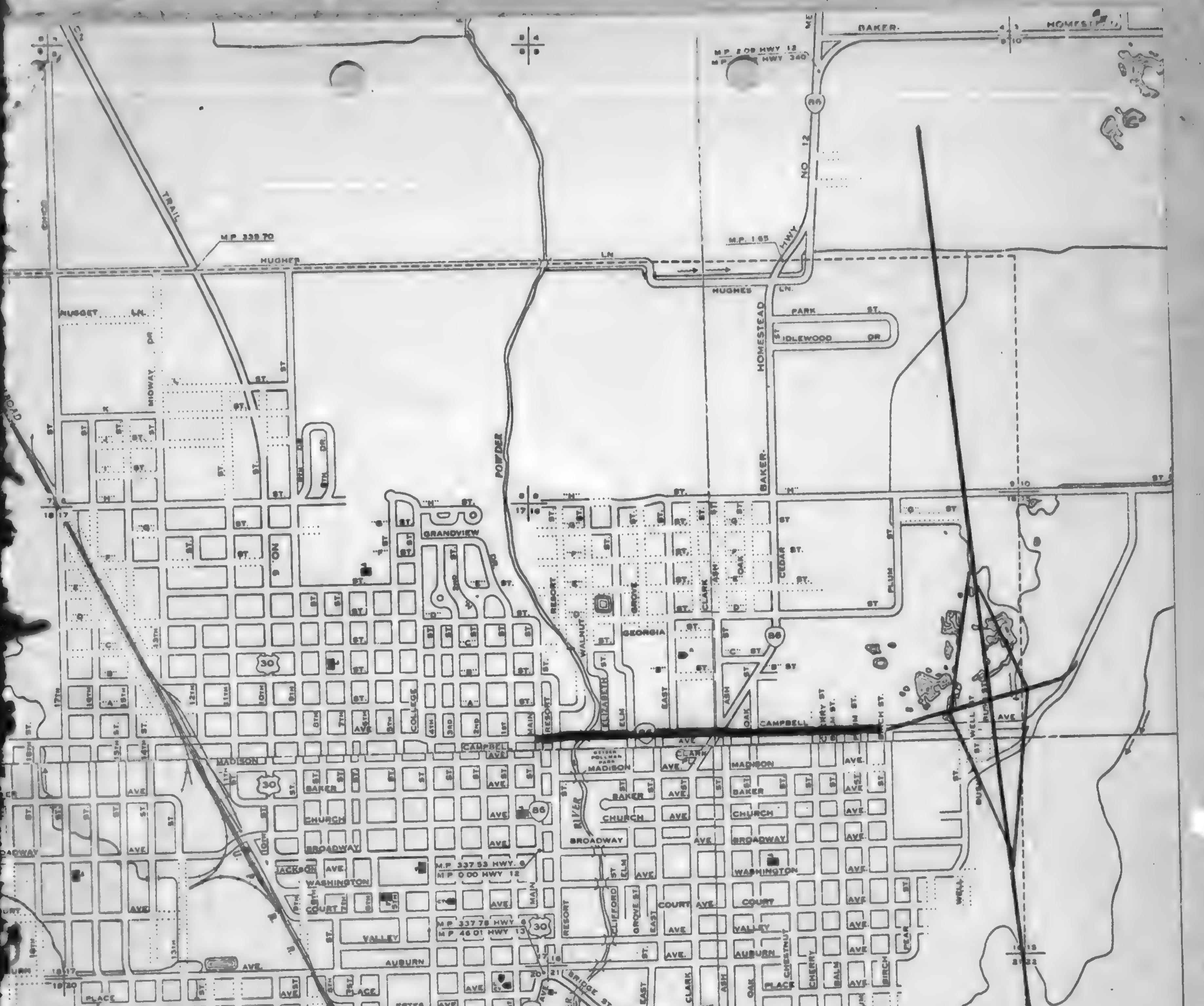
If further information is desired please advise.

D. J. Barbee
Design Engineer

By ADOlson
A. D. Olson
Preliminary Design Engineer

ADO:jp

RECEIVED
MAY 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER


BAKER
HOMESTEAD
M.P. 2.09 HWY 12
M.P. HWY 340
NO 12
HWY
M.P. 338.70
TRAIL
HUGHES LN.
M.P. 1.65
HUGHES LN.
PARK ST.
IDLEWOOD DR
HOMESTEAD
NUGGET LN.
MIDWAY DR
POWDER
BAKER
"H" ST.
GRANDVIEW
RESORT
WALNUT
GROVE
CLARK
OAK
CEDAR ST.
PLUM
GEORGIA
ELIZABETH
ELM
EAST
ASH
CAMPBELL
CAMPBELL ST.
COLLEGE
MAIN
MADISON
BAKER
CHURCH
BROADWAY
JACKSON AVE.
WASHINGTON
M.P. 337.53 HWY. 6
M.P. 0.00 HWY 12
COURT AVE.
VALLEY
M.P. 337.78 HWY 6
M.P. 46.01 HWY 13
AUBURN
CLIFFORD
PLACE
ESTES
CARTER
GRACE
SPRING GARDEN AVE.
BRIDGE ST
CHESTNUT
CHERRY
PEAR
BIRCH
WELL
ELDON AVE.
MYRTLE
TRACY
HILLCREST DR
WESTVIEW DR
CLIFF AVE
INDIANA
EDGEWATER AVE.
KATHRYN LN
OREGON TRAIL
PENNSYLVANIA AVE.
OHIO AVE.
NEVADA AVE.
WABASH
VIRGINIA
FAILING
MITCHELL
MILLER AVE.
CANAL AVE.
COLORADO
COLORADO PL.
UNITY
FOOTHILL
DEWEY
Slough
RIVER
UNION
OREGON
Sutton
Kolb Res.
NO 6 OLD

MAY 12 1969

FOR FIL

I-80N-7(34)301

7539

Salem, Oregon 97310
May 9, 1969

Campbell Street Section
I-80N, City of Baker

Mr. D. J. Barbee
Design Engineer
BUILDING

You are in receipt of a letter from Si Cox concerning the City's proposition for the improvement of Campbell Street between the freeway and Main Street.

As I understand it, our agreement with the City requires us to construct Campbell Street to a 44-foot curbed section between the freeway and Cedar Street. The City desires that we increase the width of this street between these limits to 64 feet between curbs. They state that they will acquire all the right-of-way for this and pay the difference in construction costs.

The second part of the deal would be for us to construct a 64-foot curb-to-curb section from Cedar to Main Street. I presume, though it is not stated in Mr. Cox's letter, that the City would pay the entire cost including preliminary and construction engineering for this section. Right now they apparently desire only that we give them a rough estimate.

Please therefore prepare such an estimate and forward it to me for transmittal to the City.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Victor D. Wolfe
H. S. Cox
A. F. Parson

10

Klaboe

Is this OK?

MEMO TO FILES
May 2, 1969

RE: CITY OF BAKER

Thursday, May 1, 1969, Mr. Vernon Z. Jacobson, Baker City Manager, was in my office discussing highway problems.

During the course of discussion, Mr. Jacobson listed a number of desires of the city which are as follows:

1. City wants Campbell Street to be constructed 64' curb-to-curb.
2. They desire this added width from the Campbell Street Interchange to Main Street. We are obligated to go to Cedar St. – it is 2100± ft. further to go to Main – City should pay for all work beyond Cedar.
3. City is willing to pay difference between a 44' curbed section and a 64' curbed section.
4. City is willing to furnish all needed right-of-way.
5. City wants estimates on this proposal.
6. Utilities to be handled in the standard way.

The City of Baker signed a throughway-abandonment agreement, dated April 23, 1968, wherein the State is obligated to construct Campbell Street from the interchange to Cedar Street as part of the freeway. This construction is tentatively set at 44' curb-to-curb. This extension is an added improvement that the City feels should be done while other construction is under way and they are anxious and willing to participate.

If their proposal is accepted, I would suggest that this office be instructed to immediately prepare a supplementary agreement.

H. S. Cox
County and City Engineer

HSC:mm

cc: F. B. Klaboe
R. L. Porter
D. J. Barbee
A. F. Parson

NOTED
R L PORTER

Barbee to estimate amt. cts.

RECEIVED
MAY 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

12
8
10

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ____ Pages

RECEIVED SEP 20 1968

FOR FILING

Prefix 1-1418

Section CAMPBELL STREET Highway City of Baker County Baker

Date 9-20-68

Approx. Length 0.3± Miles. Sta. 87± to Sta. 106±

Res. Engr. ________

Mean Truck A.D.T. 208 Traffic Coefficient 8.3 18 kip s.a. per day 90.3 (Automobiles not considered.)

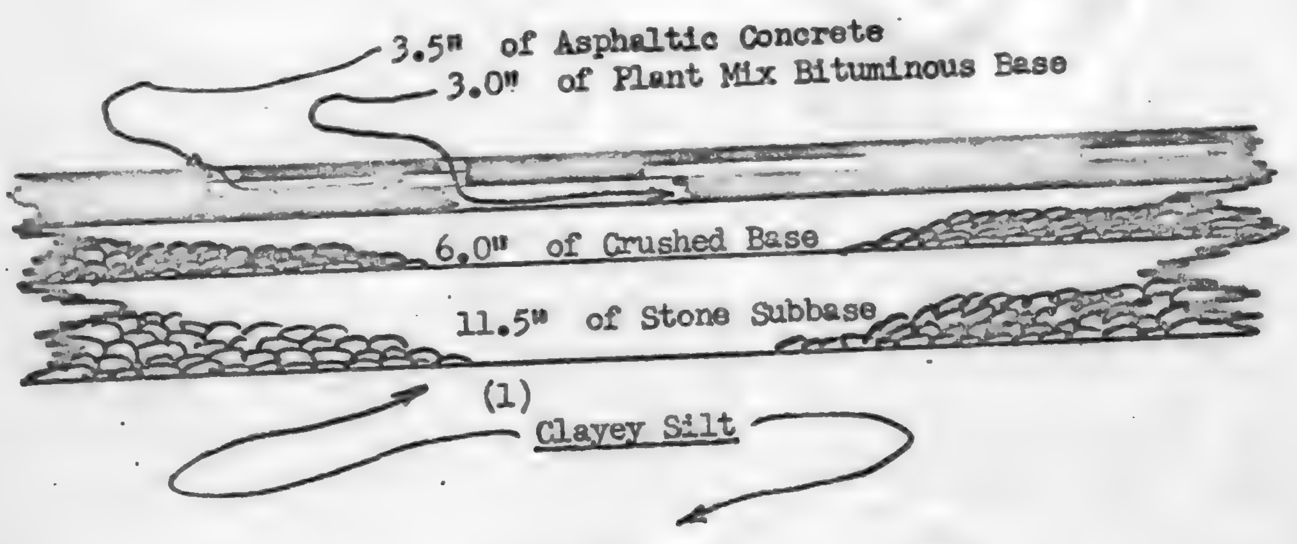
Frost Penetration 36" - 48".

Annual Precipitation 10" - 20"

(1)
Typical Soil
35 LL
11 PI
90 %P 10
66 %P200
10 %Gravel
5 %C Sand
20 %F Sand
42 %Silt
23 %Clay
6 "R" Value
XXXXXXXXXX

AASHO CLASSIFICATION:
A-6 (6)

MATERIAL SOURCES:
To be determined
by the Engineer.



CBR Total Req.	Credit	Actual Thick.	
7337		7 (34)	
	7.0	3.5	A.C.
	5.5	3.0	P.M.B.B.
	6.0	6.0	Cr. Base
	9.0	11.5	S.S.
27.5	27.5	24.0	

NOTED
F. B. KLABOE

Submitted by ________
for Staff Assistant

Recommended by ________
Asst. Engineer of Materials

Recommended by ________
Asst Construction Engineer

Approved by F B Klaboe
Asst. State Highway Engineer

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
XXXXXXXXXXXXXXXXXXXX
Rural Engineer

CAMPBELL STREET
City of Baker
Baker County

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base

1.0" Plant Mix Bituminous Base = 1.8" Crushed Base

1.0" Oil Mat = 1.1" Crushed Base

1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specifications)
(plus Supplementals.)

TRAFFIC ANALYSIS

SECTION: CAMPBELL STREET
HIGHWAY: City of Baker
COUNTY: Baker

1450 Present ADT (1968)
12 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	70	1.6	112	91	450	40,950
3	40	1.6	64	52	1000	52,000
4	10	1.6	16	13	1250	16,250
5	40	1.6	64	52	3180	165,360
6	0	—	—	—	2570	—
				208	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 274,560
TWENTY YEAR EWL 5,491,200
TRAFFIC COEFFICIENT 8.3

SECTION: CAMPBELL STREET

HIGHWAY: City of Baker

COUNTY: Baker

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.3± mi.) project, and traffic does not warrant the use of C.R.P.C.C.

RECEIVED
SEP 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

MAR 1 - 1968

2-26-68

I-80N-7(34)301

" 7537

NOTED
R. L PORTER

NOTED
FORREST COOPER

Prefix No. 1-1418

LOCATION PROSPECTUS
BAKER (CAMPBELL ST.) SECTION
I-80N CONNECTION
BAKER COUNTY

HIGHWAY: Campbell Street. City Street. Not on State or Federal highway system.

TERMINI: The westerly terminus is at the intersection of Campbell Street with the Baker-Homestead Highway. The easterly terminus is at the intersection of Campbell Street with Plum Street.

LENGTH: 0.3 mile.

PROGRAM: Not programmed.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates of costs for grading and paving on existing alignment. Reconnaissance is not necessary. Soils investigations will be conducted. Drainage problems are not anticipated; however, studies of past high water will be made to see if the design of this project will be affected. An economic analysis is not needed at this time. This project lies within the city limits of the city of Baker.

CHARACTERISTICS: Present ADT 1,450; projected ADT 2,300.

STANDARDS: Class "B". Deviation from State and AASHO standards are not anticipated.

TYPICAL SECTION: Two 12-foot travel lanes, 10-foot shoulders and curbs.

ACCESS: Limited to location.

MATERIAL: Sources of suitable material will be located during the survey and referenced to the line.

BASE: Tentative base design for construction is:

3-1/2"	A.C.
3 "	P.M.B.B.
6 "	P.M. Stone Base
11-1/2"	Stone Subbase
24 "	Total

STRUCTURES: None.

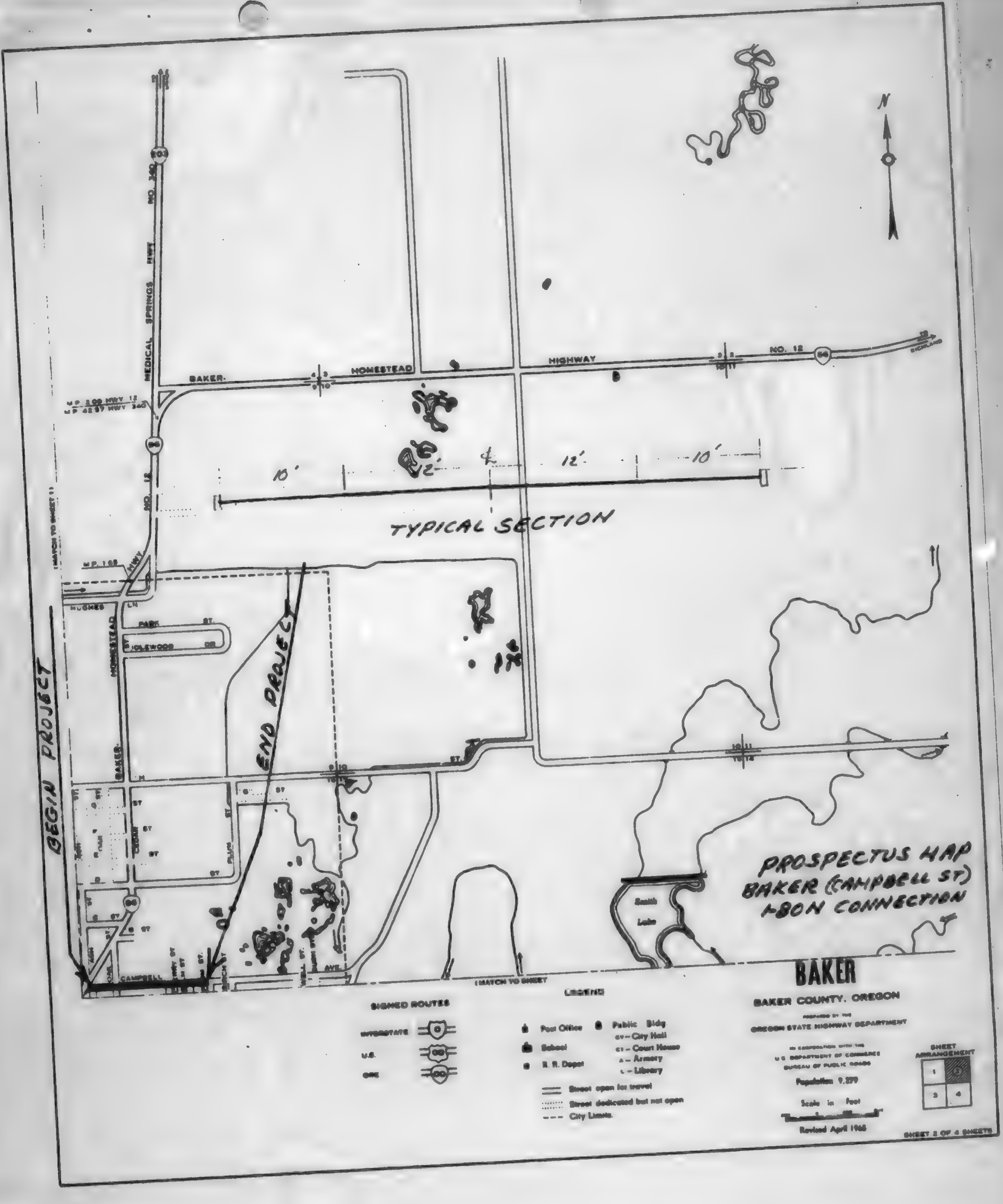
ADDITIONAL FACILITIES: None.

AGREEMENTS: Routine utility adjustments, Agreements with Baker County and with the City of Baker will be necessary. An opportunity for the public hearing will be offered.

PARKS: None.

February 26, 1968
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox (2)
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
FEB 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER


N
MEDICAL SPRINGS HWY NO. 340
BAKER - HOMESTEAD HIGHWAY NO. 12
MP 169 HWY 12
MP 42.37 HWY 340
10' 12' 4 12' 10'
TYPICAL SECTION
MP 165
HUGHES LN
PARK ST
IDLEWOOD DR
HOMESTEAD
BEGIN PROJECT
END PROJECT
CAMPBELL
Smith Lake
(MATCH TO SHEET)
LEGEND
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits
BAKER
BAKER COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 9,279
Scale in Feet
Revised April 1965
SHEET ARRANGEMENT
1 2 3 4
SHEET 2 OF 4 SHEETS

PROSPECTUS MAP
BAKER (CAMPBELL ST)
I-80N CONNECTION

RECEIVED
OCT 25 1967

FORM [illegible] 7-65
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
[illegible]
DAVID B. SIMPSON, MEMBER
PORTLAND
[illegible], Member
[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-80N-7(34)301
7537

October 23, 1967

City Council
P.O. Box 671
Baker, Oregon 97814

R. L. PORTER

Attention: Mr. Vernon Z. Jacobson, City Manager

Gentlemen:

Herewith, for your consideration, are four copies of a proposed throughway agreement pertaining to the reconstruction of the Baker By-pass Section of the Old Oregon Trail Highway, State Primary Highway No. 6 (I-80N), a portion of which lies within the corporate limits of the City of Baker. This agreement has been discussed with you on various occasions by Mr. Cox and Mr. Coulter of the State Highway Department. The agreement provides for construction and maintenance of the project by State and covers right of way acquisition, road closures, grading, base, paving, and utility relocation. Provision is also made for relinquishment to the City of a portion of the existing Baker-Homestead Highway which lies within the city limits of Baker.

If the agreement meets with your approval, please present it to the City Council for consideration and execution after adoption of a resolution similar to the enclosed sample. Forward three signed copies of the agreement and resolution to this office for final preparation and presentation to the Highway Commission for execution. After the Highway Commission Secretary's certification, a fully executed copy will be returned for the City's permanent records. Retain the extra copy for your information and files.

We trust this agreement will meet with your approval, and, if we can be of further assistance concerning this, or any other matter, please feel free to call.

Very truly yours,

H. S. Cox
County and City Engineer

By

Mainor C. Holmes
Mainor C. Holmes
Engineering Assistant

OCT 2 [illegible] 1967

MCH:mr
Encl.

bc: R. L. Porter
V. D. Wolfe
F. B. Klaboe
F. D. Morgan
A. F. Parsons (W/Att)

RECEIVED
JUN 13 1967

FORM

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
[redacted]
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-7(34) 301
75-17

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
R. L. PORTER

June 9, 1967

Mr. Vernon Z. Jacobson
City Manager
P. O. Box 671
Baker, Oregon 97814

Dear Mr. Jacobson:

In reply to your letter of June 1, 1967, only the first question can at this time be answered with any degree of certainty, namely, that the State proposes to end the Baker-Homestead Highway at the North Interchange. Traffic coming to Baker on this highway would enter I-80N and proceed to the Campbell Street interchange where they would take Campbell Street to their desired destination. This of course does not preclude the possibility that those wishing to go to the northerly part of Baker could proceed through the North Interchange and then go via FAS 306 (McDougall Lane) to their desired destinations.

At this time the Campbell Street Interchange (type and location) has not been determined so details of construction, estimates, etc., are not available. When this data is available you will be contacted to start negotiating the details for a formal agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

HSC:mm

cc: F. B. Klaboe
R. L. Porter
F. D. Morgan

RECEIVED
JUN 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 7 - 1967

NOTED
H. S. COX

"CENTER OF OREGON'S ADVENTURELAND"
CITY OF BAKER OREGON
P. O. BOX 671
BAKER, OREGON 97814
Office: City Hall
Ph. 523-4437

June 1, 1967

RECEIVED
JUN 2 1967
ENGINEER
COUNTY & CITY DIVISION

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attn: Mr. H. S. Cox - County and City Division Engineer

Dear Sir:

The City Council in discussing your proposal, as requested in your letter of May 11, 1967; does not object to accepting the jurisdiction of that portion of Oregon 86 as shown on the accompanying map, however, before officially accepting this liability, we would like the highway department to answer some questions about your future plans for the City of Baker.

Specifically the following:

1. The Baker-Homestead Highway (Ore. 86) as established by O.R.S. 366.238. How do you propose or what plan do you have for traffic from North Interchange into the City and to highway 7?
   Via I-80N & Campbell St.
2. What, if any, plans does the state have to provide access from the 3rd or Campbell Street interchange to the City and to U.S. 30 and Highway 7.
   city const. Campbell St.
3. How do you propose financing these accesses and how much financing by the City will be required?
   I-80N & Interchange [illegible]
   Campbell St. 100% City

We would appreciate the opportunity to discuss with you or some member of your staff, the problems which the freeway will cause to our present natural drainage in this area, and try to solve them to our mutual advantage before this project starts.

Thank you for your past help and cooperation, we appreciate it.

Very truly yours,

Vernon Z. Jacobson
Vernon Z. Jacobson
City Manager

VZJ/be

NOTED
F. B. KLABOE

Cox will answer.

NOTED

NOTED

RECEIVED
APR 25 1967

I-80N-7(34)301
:7539

April 24, 1967

AIRMAIL

The Honorable Wayne Morse
United States Senator
Senate Office Building
Washington, D. C. 20510

SAME LETTER TO:

The Honorable Mark O. Hatfield
The Honorable Al Ullman

Dear Senator Morse:

We have just received word from the Federal Highway Administration that it has approved our request for an additional third interchange at Campbell Street on Interstate 80N to serve the city of Baker.

The Federal Highway Administration will require that funds other than Interstate be used to provide a suitable connection from this new interchange to the arterial system of the city. We feel sure that something can be worked out to provide this connection and will therefore proceed with our design work for the highway in the Baker area on the basis of three interchanges.

I want to take this opportunity to thank you for your assistance in obtaining this valuable addition to the system.

Kindest regards,

Forrest Cooper
State Highway Engineer

cc The Honorable Tom McCall
The Honorable Tom [illegible]
The Honorable Anthony Yturri
The Honorable Lloyd Rea, Baker County Judge
The Honorable Ralph E. McDall, Mayor, City of Baker
Lee C. Ballinger, President, Baker Chamber of Commerce

bc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
H. S. Cox
A. F. Parson

FBK:srb jw

APR 21 1967

I-80N-7(34)
7539

APR 19 1967

32-12

Honorable Wayne Morse
United States Senate
Washington, D.C. 20510

Dear Senator Morse:

In further reply to your letter of January 11, we are glad to advise of our finding that there is warrant for a third interchange with Interstate Route 80N to serve traffic in the city of Baker and its vicinity. The additional interchange as proposed by the Oregon State Highway Department is to be with Campbell Street, which is to be extended and improved to provide an adequate and suitable connection to the city's arterial system.

Sincerely yours,

F. C. Turner

F. C. Turner
Director of Public Roads

NOTED
F. B. KLABOE

OREGON DIVISION
RECEIVED

NOTED
R. L. FOSTER

NOTED
FORREST [illegible]

3 MF
1967

NOTED
F.B. KLABOE

APR 19 1967

32-12

Mr. Anthony Brandenthaler
Baker, Oregon 97814

Dear Mr. Brandenthaler:

In further reply to your letter of January 18, we are glad to advise of our finding that there is warrant for a third interchange with Interstate Route 80N to serve traffic in the city of Baker and its vicinity. The additional interchange as proposed by the Oregon State Highway Department is to be with Campbell Street, which is to be extended and improved to provide an adequate and suitable connection to the city's arterial system.

Sincerely yours,

F. C. Turner

F. C. Turner
Director of Public Roads

OREGON DIVISION
1967
RECEIVED

NOTED
FORREST COOPER

NOTED
R. L. FORTIER

RECEIVED
APR 27 1967
FOR FILING

[illegible] 1967

38-12

Honorable Tom Bessonette
Oregon House of Representatives
Salem, Oregon 97301

Dear Mr. Bessonette:

In further reply to your letter of February 28, we are glad to advise of our finding that there is warrant for a third interchange with Interstate Route 80N to serve traffic in the city of Baker and its vicinity. The additional interchange as proposed by the Oregon State Highway Department is to be with Campbell Street, which is to be extended and improved to provide an adequate and suitable connection to the city's arterial system.

Sincerely yours,

F. C. Turner

F. C. Turner
Director of Public Roads

NOTED
F. B. KLABOE

RECEIVED
APR 2 [illegible] 1967
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON DIVISION
APR 21 1967
RECEIVED

NOTED
FORREST COOPER

NOTED
R L FOSTER

RECEIVED
APR 27 1967

APR 19 1967

32-12

Honorable Mark O. Hatfield
United States Senate
Washington, D.C. 20510

Dear Senator Hatfield:

In further reply to your letter of January 11, we are glad to advise of our finding that there is warrant for a third interchange with Interstate Route 80N to serve traffic in the city of Baker and its vicinity. The additional interchange as proposed by the Oregon State Highway Department is to be with Campbell Street, which is to be extended and improved to provide an adequate and suitable connection to the city's arterial system.

Sincerely yours,

F. C. Turner

F. C. Turner
Director of Public Roads

NOTED
F. B. KLABOE

OREGON DIVISION
APR 21 1967
RECEIVED

RECEIVED
APR 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R L FOSTER

NOTED
FORREST COOPER

RECEIVED
APR 25 1967

Form GO-12
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Klabo

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
477 Cottage Street NE.
Salem, Oregon 97301

I-80N-7(3-4)301

7539

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 19, 1967

In reply refer to: 08-35-DA

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(3)284, Baker Bypass
Campbell Street Interchange
Old Oregon Trail Highway

In addition to the information presented in your March 8, 1967 memorandum requesting approval of the additional interchange at Campbell Street, we have evaluated the request with the following considerations:

1. The Richland Interchange is located to serve a main road of the area, and costwise, it would be expensive to relocate.

2. The South Baker Interchange is located as close to town as feasible because of the topography.

3. The proposed interchange could not be moved any appreciable distance northerly since the spacing is now the minimum for good signing and could not be moved southerly because of the topography.

In consideration of the above-mentioned factors, we approve the request for the additional interchange. A condition to this approval is that Campbell Street is to be extended and improved to provide a suitable connection to the existing main arterial system of the City of Baker with other than FAI funds.

NOTED
F. B. KLABOE

RECEIVED
APR 20 1967
STATE HIGHWAY ENGINEER

4-21-67
REFERRED TO
Morgan - Cox - Young - Merchant
BY ASST. STATE HWY. ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 11 1967

FOR FILING

I-80N-7(3-4)301
7539

April 7, 1967

The Honorable Tom Bessonette
State Representative
House of Representatives
State Capitol Building
Salem, Oregon 97310

Dear Tom:

In reply to your letter of April 5 re the third interchange to serve the city of Baker, the material requested by the Bureau of Public Roads was furnished to it approximately one month ago.

It is our hope that the Bureau will act favorably on our request.

Kindest regards,

Forrest Cooper
State Highway Engineer

FC:fm

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ralph Sipprell
A. F. Parson

Home Address
TOM BESSONETTE
2708 First Street
Baker, Oregon 97814
Res. 523-3805
Bus. 523-3013

1859

STATE OF OREGON
HOUSE OF REPRESENTATIVES
Salem

COMMITTEES
Vice Chairman: Financial Affairs
Member: Agriculture and Livestock
Public Health

April 5, 1967

Mr. Forrest Cooper
State Highway Commissioner
State Highway Building
Salem, Oregon 97310

Re: Third Interchange
in Baker

Dear Forrest:

I am at this time enclosing a copy of a letter from the U. S. Department of Commerce, Bureau of Public Roads, indicating that they have requested some additional data from you.

I am assuming that you will respond, affirmatively, to them and will continue to pursue the interests of Baker for the need of the third interchange in our area.

Thank you for your attention to this matter.

Very truly yours,

Tom Bessonette
Tom
State Representative

TB:bb
cc: Baker Chamber of Commerce
Mr. Lee Bollinger, Editor, Democrat Herald
Mr. Byron Brinton, Editor, Record Courier

P.S. Thanks very much for the guard rail on Flagstaff Hill out of Baker.

Very truly yours,

RECEIVED
APR 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

copy FC

MAR 2 4 1967

32-12

NOTED
F. B. KLABOE

Honorable Tom Dessonette
Oregon House of Representatives
Salem, Oregon 97301

Dear Mr. Dessonette:

We have been requested to reply to your letter of February 26 as we are working closely with the Oregon State Highway Department in its current planning for interchanges with Interstate Route 80N to serve the city of Baker. The proposal by the State to provide a third interchange with the Interstate highway at the city has been submitted for our consideration. The State has been informed, however, that additional data is necessary to permit our evaluating and taking action as appropriate on the requested additional interchange.

Thank you for advising of your concern on behalf of the residents of Baker with the adequacy of the interchange connections as now planned. We expect to receive additional data from the State, and you are assured that it will receive our prompt attention.

Sincerely yours,

F. C. Turner

F. C. Turner
Acting Federal Highway
Administrator

NOTED
FORREST COOPER

copies to
Morgan w/enc.
Young
3-31-67

RECEIVED
MAR 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

HOME ADDRESS
TOM BESSONETTE
2703 FIRST STREET
BAKER, OREGON 97814
RES. 523-[illegible]
BUS. 523-3013

COMMITTEES
VICE CHAIRMAN: FINANCIAL AFFAIRS
MEMBER: AGRICULTURE AND LIVESTOCK
PUBLIC HEALTH

1859

STATE OF OREGON
HOUSE OF REPRESENTATIVES
SALEM

February 28, 1967

Mr. Lowell K. Bridwell
Federal Highway Administrator
National Press Building
Washington, D. C.

Re: Baker Oregon Interchanges

Dear Mr. Bridwell:

As the elected State Representative for the County of Baker, and as a citizen of the City of Baker, I wish to rise in defense of Baker's plan for three interchanges. A broad based group of citizens from Baker studied the proposals as submitted by the State of Oregon, and they felt that these plans did not give proper consideration to the egress and disgress of traffic surrounding Baker.

After considerable discussion with the State Highway Department we were instrumental in convincing them that our needs were justified.

Now we understand that the Bureau of Public Roads has rejected this third, or middle interchange. For this reason, I am writing to you to protest this decision and to request that it be reversed and that Baker be allowed three interchanges as it is not only the desire of the people, but also a necessity to service the traveling public.

Very truly yours,

Tom Bessonette
State Representative

TB:bb
cc: Mr. Vern Jacobsen
City Manager
Baker, Oregon

1273

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[illegible] 2 [illegible] 1967
OFFICE OF
[illegible] ENGINEER

1273

RECEIVED
MAR 9 - 1967

FOR FILING

T-[illegible] - 7(3-4) 561
7539

March 8, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Campbell Street Interchange
Baker Bypass, Old Oregon
Trail Highway, Baker County
Your File: 08-35-DA

Dear Sir:

By letter of November 18, 1966, you requested that we study the interchange locations in the Baker area to see if the Richland and Campbell Street Interchanges could be combined and still provide proper service to the road system and the City's plans. Your February 21 letter reiterates this request.

This suggestion was discussed with both Baker County and the City of Baker and they feel the Richland Interchange should remain in its present location to provide service to existing highways. The Campbell Street Interchange is a necessary addition to minimize the effect of the bypass as well as providing a view of the City, which is the hub of the entire area, and to fit the planned tourist complex. One interchange located between these two would require drastic relocation of existing routes with the resulting severances of more property.

With the accent on urban planning now so prevalent, it does not seem out of line to construct the added interchange at Campbell Street so that the City of Baker will not lose its identify and for the benefit of the freeway traveler needing traffic-oriented facilities. These can be provided at Campbell Street due to city utilities being present.

If cities of this size and importance are to expand, the freeway system must not ignore them by making it circuitous to leave and return to the freeway in order to use the city's facilities.

We urge that you reconsider and approve the addition of the Campbell Street Interchange.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
A. F. Parson (Enc.)

DNS:jr erb

Form CD-121
(11-65)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Klaboe
what now?

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: February 21, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-7(3)284
Baker Bypass - Campbell Street Interchange

Recent congressional inquiries concerning the desire for an additional interchange at Campbell Street in Baker have resulted in a memorandum from our Regional office requesting more information.

Our letter to you, dated November 18, 1966, suggested further study of the interchange locations in this area to see if some satisfactory arrangement could be arrived at that would provide satisfactory traffic service and be compatible to the area road system and the Cities plan.

We would appreciate any additional information that you may have developed as a result of the requested study that would assist in preparing a reply to our Region office.

orig to Morgan
copy to Young
2-28-67

NOTED
F. B. KLABOE

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
MAR 1 1967
CONSTRUCTION
DIVISION

RECEIVED
FEB 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

6

FEB 1 6 1967

32-12

Honorable Wayne Morse
United States Senate
Washington, D.C. 20510

Dear Senator Morse:

This is in further reply to your letter of January 11 concerning the planning for Interstate Route 80N at Baker, Oregon. Our field office has informed us that the information submitted by the State relative to the addition of a third interchange at Baker has not been found to be complete. We have, therefore, requested additional information and factual data we consider necessary to permit our making a proper determination.

We are understanding of your interest in this matter and you may be assured of our prompt consideration of the State's request as soon as the necessary additional information is received.

Sincerely yours,

F. C. Turner

F. C. Turner
Acting Federal Highway
Administrator

RECEIVED

NOTED
R L FOSTER

RECEIVED
FEB 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

FEB 16 1967
32-12

Honorable Mark O. Hatfield
United States Senate
Washington, D.C. 20510

Dear Senator Hatfield:

This is in further reply to your letter of January 11 concerning the planning for Interstate Route 80N at Baker, Oregon. Our field office has informed us that the information submitted by the State relative to the addition of a third interchange at Baker has not been found to be complete. We have, therefore, requested additional information and factual data we consider necessary to permit our making a proper determination.

We are understanding of your interest in this matter and you may be assured of our prompt consideration of the State's request as soon as the necessary additional information is received.

Sincerely yours,

F. C. Turner

F. C. Turner
Acting Federal Highway
Administrator

DIVISION
RECEIVED

RECEIVED
FEB 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. FORTER

JAN 31 1967

32-12

Mr. Anthony Brandenthaler
Baker, Oregon 97814

Dear Mr. Brandenthaler:

This is in reply to your letter of January 18 in which you express your concern relative to the planning for Interstate Route 80N at Baker, Oregon.

In order that we may be fully informed we are requesting a report on this planning by the State Highway department for the Interstate highway in the vicinity of Baker. As soon as this information is received we will be glad to reply further to your letter.

Sincerely yours,

E. C. Turner

E. C. Turner
Acting, Federal Highway
Administrator

NOTED
R L FOSTER

RECEIVED
FEB 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Baker, Oregon
January 18th, 1967

Mr. Rex Whitton, Administrator
Bureau of Public Roads,
Department of Commerce,
Washington, D.C.

Dear Sir:

I wish to register my protest to The Bureau of Public Roads on its disapproval of the proposed third, or central, interchange in connection with the construction of Interstate Highway 80 N in the near vicinity of Baker.

The reasons I object to this decision are:

1. I anticipate a tremendous growth in the northwest, hence a large influx of traffic in the area.
2. Baker is the gateway to a vast and diversified recreation area.
3. The State Highway Commission has recommended this third interchange, and I have the highest regard for their judgement.

I have been engaged in the mining and lumber business in this area for many years. Also I own and operate a chemical lime plant on the out-skirts of the city limits of Baker. I have been and still am very active in the civic affairs of Baker so I feel qualified in knowing the needs for this area's growth and development, and the importance for having a third access off Highway 80 N.

I am,

Yours sincerely,

Anthony Brandenthaler
Anthony Brandenthaler

AB;s

RECEIVED
JAN 11 1967
FOR FILING

I-80N-7(34)301
7539

January 11, 1967

AIRMAIL

The Honorable Mark O. Hatfield
United States Senator
155 Old Senate Office Building
Washington, D. C. 20510

Dear Senator Hatfield:

Reference is made to your request for information on the interchanges proposed to serve the city of Baker from Interstate 80-N.

As stated in the December 23 letter to you by Mayor Ralph McNeil of Baker, the State Highway Department has received Bureau of Public Roads approval for the construction of two complete interchanges to serve the city. A sketch map is enclosed showing the locations of these two approved interchanges in relation to the existing highways and the city. Also indicated on this map is the City-proposed third interchange which would connect Campbell Street to the freeway. As requested by the City, the State Highway Department presented this third interchange to the Bureau of Public Roads and requested its approval of the additional facility to better serve the city.

The required information which must be submitted for any proposed interchange includes such items as anticipated traffic, distances to adjoining interchanges, capacity of the connecting facility (Campbell Street), and status of the connecting facility (it is a city street) in order to determine whether the facility will operate safely and satisfactorily if allowed. In this instance, safety and capacity should be no problem.

Also required is information on alternate routes which traffic would use if the interchange were not built, the saving to the road user by use of the proposed interchange rather than the alternate existing routes, and the cost of the proposed interchange.

While we have no apparent "road user benefit" to balance an estimated $230,000 increased construction cost plus an undetermined additional right-of-way cost, we feel that the wishes of the City should be given every consideration.

We submitted data supplied to us by the City and the County showing "compelling public need" similar to that supplied to you by the Mayor of Baker.

After the Bureau's review of the data submitted, we were advised that it could not justify the construction of a third interchange in this area. This matter was submitted with the best information we believe to be available.

If there is anything further that we can provide, please let us know.

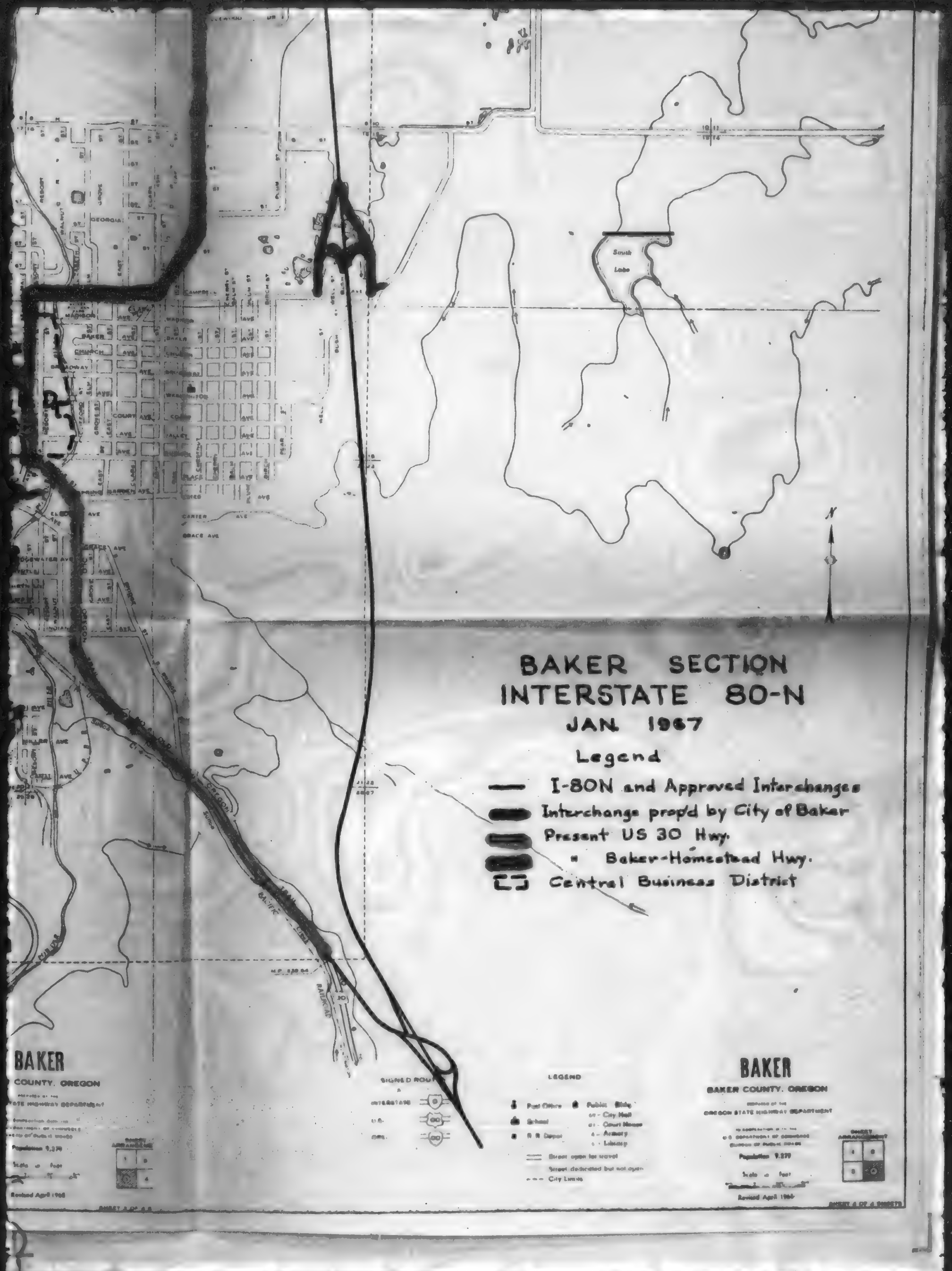
Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure

cc: R. L. Foster
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
H. S. Cox
A. F. Parsons

ADO:jr bg



South Lake
N
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BAKER
CHURCH
BROADWAY
WASHINGTON
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VALLEY AVE
AUBURN
SPRING GARDEN AVE
CARTER AVE
GRACE AVE
GEORGIA
BRIDGE
INDIANA
OREGON
RESORT
GROVE
EAST
CLARK
ELM ST
PLUM ST
BIRCH ST
BUSH
UNION PACIFIC
OREGON SHORT LINE
RAILROAD
30
BAKER
COUNTY, OREGON
STATE HIGHWAY DEPARTMENT
Population 9,279
Scale in Feet
Revised April 1966
SHEET ARRANGEMENT
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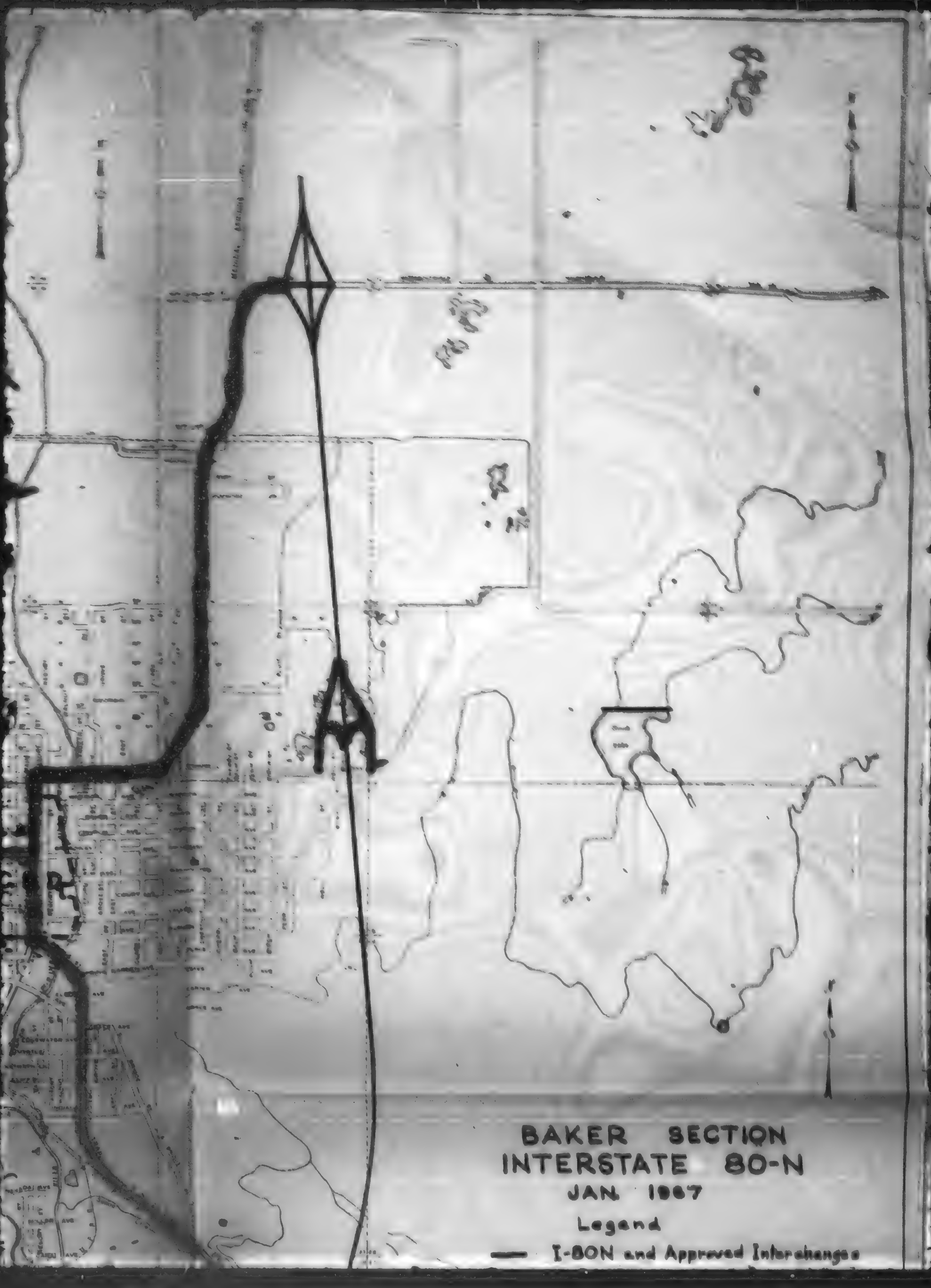
2
3
4
SHEET 3 OF 4 S
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
Public Bldg.
CH - City Hall
CH - Court House
A - Armory
L - Library
School
R. R. Depot
Street open for travel
Street dedicated but not open
City Limits
BAKER
BAKER COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 9,279
Scale in Feet
Revised April 1966
SHEET ARRANGEMENT
1
2
3
4
SHEET 4 OF 4 SHEETS

BAKER SECTION
INTERSTATE 80-N
JAN. 1967

Legend

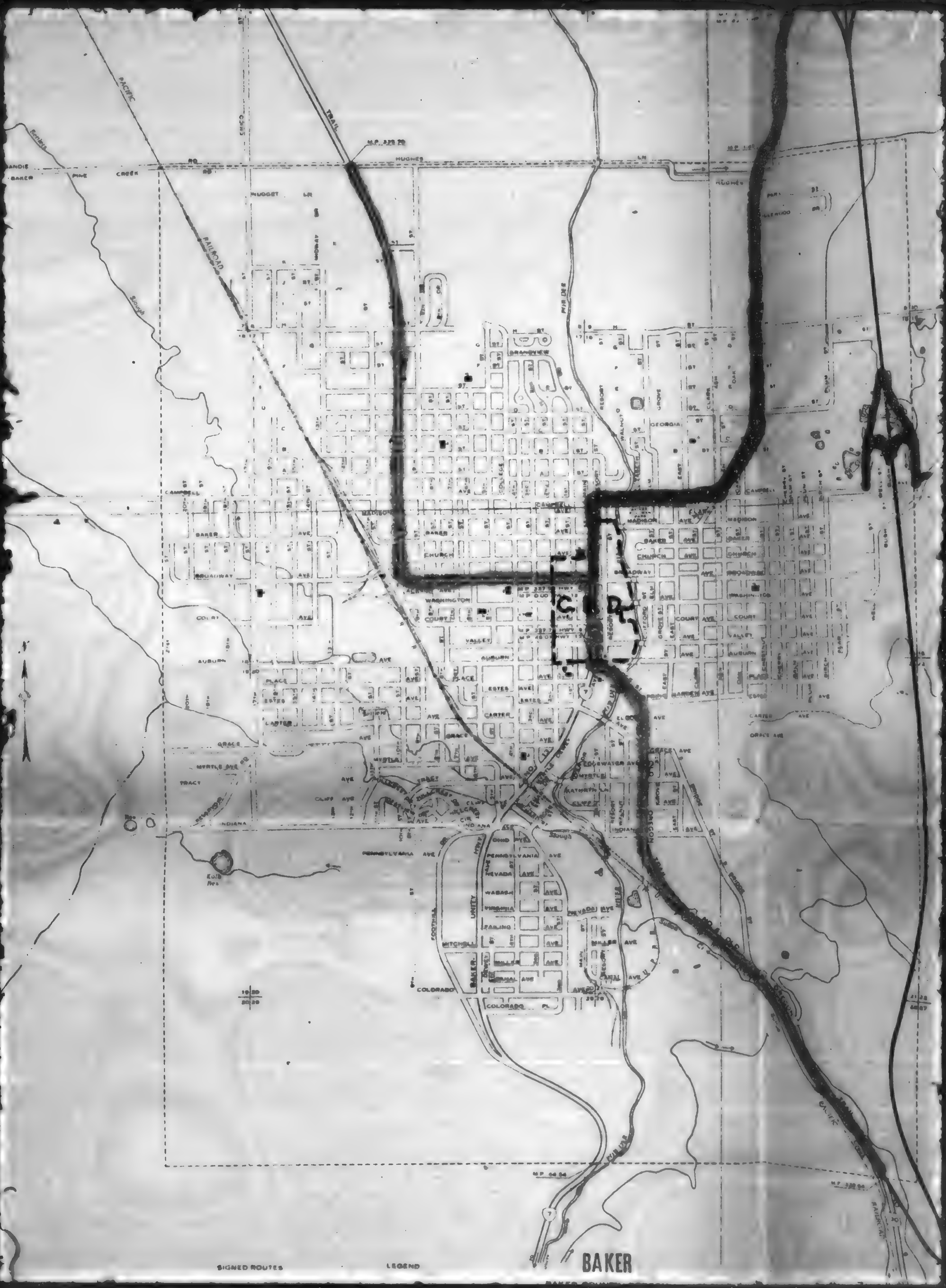
- I-80N and Approved Interchanges
- Interchange prop'd by City of Baker
- Present US 30 Hwy.
- " Baker-Homestead Hwy.
- [ ] Central Business District



BAKER SECTION
INTERSTATE 80-N
JAN. 1967

Legend

— I-80N and Approved Interchanges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SIGNED ROUTES
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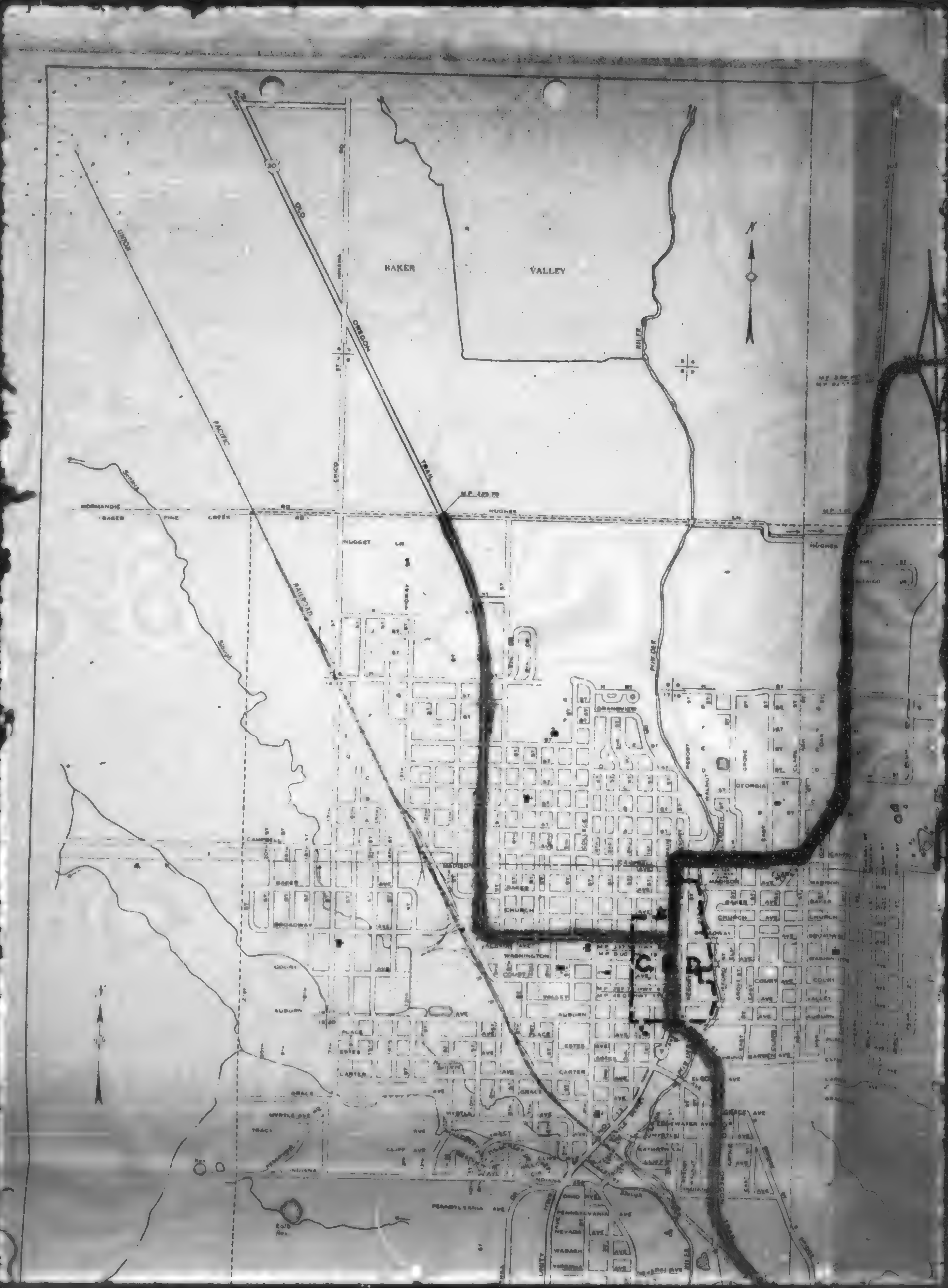
BAKER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GEORGIA
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RESORT
WALNUT
VALLEY
SPRING GARDEN AVE
C.B.D.

CENTER OF OREGON'S
"ADVENTURELAND"
CITY OF BAKER OREGON
P O BOX 871
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

December 23, 1966

Governor Mark O. Hatfield
Capital Building
Salem, Oregon

Re: Freeway (80N) Interchange

Governor Hatfield:

On December 20, 1966, the City of Baker was officially notified that only two full interchanges and a traffic separation was authorized by the Bureau of Public Roads. They are located as follows:

1. North Interchange - ½ mile east of State Highway 203 - 86 junction, on Highway 86, and ½ mile north of the City limits.
2. Traffic Separation - approximately 300 feet west of the east City limits on East Campbell Street.
3. South Interchange - 1 mile South-east of the Southeast corner of the City limits line.

The City of Baker wishes to very emphatically protest the decision of the Bureau of Public Roads. It is our understanding that the State Highway Department did recommend the plan as proposed by the City of Baker and the City and its people who spent many hours studing the various plans were not unreasonable in their request.

In addition to the enclosed comprehensive plan and letters submitted to the Council, a number of relevant facts in considering our request are herewith submitted:

1. Neither of the two Interchanges are within the City limits even though the freeway (80N) does travel 3 miles through the City.
2. The two approved interchanges are approximately 4.5 miles apart.
3. The request by the City of Baker would place the Campbell Street interchange approximately 1.4 miles from the North interchange and 3 miles from the South interchange.
4. The City of Baker cannot be seen from either interchange prior to passing that interchange.
5. The City of Baker is in the center of the largest recreation area in the State of Oregon and expect a much greater use by tourist in the next few years.

Baker Health Department
Court House -- Telephone JA 3-4172
Baker, Oregon

September 1, 1966

Mr. Verne Jacobson
City Manager
Baker, Oregon

Dear Mr. Jacobson:

It has been brought to our attention that the proposed East Campbell Street interchange is not present inside the city limits of Baker.

Due to the fact that there is a definite possibility of development in this area such as service stations, resturants, and motels it is the opinion of this office that the interchange area should be annexed to the city so that these high water use businesses can be served by the city sewer.

This office can see many problems if this area is developed and has to use individual sewage disposal systems.

If you have any questions concerning this matter, please feel free to call on me.

Very truly yours,

R. K. Blomberg

R. K. Blomberg, R. S.

pgd

BAKER COUNTY
BAKER · OREGON

August 30, 1966

Mr. A. F. Parsons
Division Engineer
Oregon State Highway Commission
La Grande, Oregon

Dear Mr. Parsons:

As members of the Baker County Court, we have been closely related with the Citizens Committee regarding the study of the highway interchange and access routes to the city of Baker.

The County Planning Commission has discussed this with the Citizens Committee and has agreed the city leadership in the matter of the interchange is sound and acknowledged the thoroughness of the Committee's work and also the professional study the city had made.

The city is best prepared for the impact of interchange area development and it would seem wise to locate one interchange centrally within the city where utilities, especially sanitation, are available.

Therefore, we as members of the Baker County Court are in complete agreement with the conclusion of the study that three full interchanges for access to the city be provided. Particularly, the central interchange in the vicinity of East Campbell Street. We feel this interchange is vital to the economy of the city and is a convenience to the traveling public.

Sincerely yours,

Lloyd Rea
County Judge

County Commissioner

County Commissioner

bl

BAKER COUNTY CHAMBER OF COMMERCE
BAKER OREGON 97814

August [illegible], 19[illegible]

Mr. Ralph McNeil
Mayor of Baker
Baker, Oregon

Dear Mayor McNeil:

As a matter of vital interest to this community I want to inform you that the Baker County Chamber of Commerce [illegible] of your report supporting the [illegible] Committee for the Study of Freeway Interchanges and Access.

The board fully supports the conclusion of the study committee that it is absolutely vital to the future economy of this community that we have [illegible] interchanges, including the central Interchange [illegible] Campbell Street, [illegible] in the vicinity of [illegible].

The Chamber has a very sincere interest in the central interchange. [illegible] the present plan [illegible] the north or south interchange provides a view of the city for a motorist prior to making a decision to stop without finding it necessary to by-pass the city before turning off.

This, plus other reasons, such as lack of availability of city services, make the [illegible] impossible to develop [illegible] south interchange [illegible] tourist attractions. Thus the central [illegible] for tourist attractions. A special Chamber [illegible] interchange becomes more necessary. [illegible] study for the [illegible] has already completed [illegible] and found that their development of a tourist complex, overnight camp area, [illegible], which include a park area, possibly a lake, would [illegible] historical items, a museum and possibly [illegible] at a central [illegible] be only practical for full development [illegible] such a report just [illegible] interchange. This committee [illegible] and now only awaits [illegible] recently before the Chamber board [illegible] the final decision on the location of interchanges before proceeding with the tourist complex development plan.

If there is any further information needed concerning the tourist complex development or the importance of the central interchange to this [illegible] our support of the study committee's recommendations, please let me know.

Sincerely,

[illegible]

[illegible]:s

CITIZENS COMMITTEE FOR THE STUDY
OF HIGHWAY INTERCHANGE AND ACCESS, June 10, 1965

The first meeting of the Citizens Committee for the Study of Highway Interchange and Access was held on June 10, 1965 in the Council Chambers of the City Hall at 7:30 P.M.

Those present were committeemen Pessonette, Brinton, Pollinger, Brooks, Carl, Edge, Fischer, H. Hunt, McBride, [illegible], and Young. Also present in an advisory capacity were Mayor McNeil, City Engineer Jacobson, and City Manager Dyer.

The purpose of the Committee was explained by Mayor McNeil and was as follows:

1. The City has contracted for professional assistance who in turn has requested as much citizen participation as feasible.

2. The Council requests ideas from residents and business people representative of the various sections of the City.

3. It is assumed the Highway Commission will act more favorably toward a City proposal provided there is a unified request from the community.

Discussion was held concerning the necessity of liaison work between the City and rural interests; the need for more technical information from the Highway Department was emphasized; and the progress up to this meeting was reviewed.

An outline of responsibility, goals, methods, and procedures was presented by Mr. Brinton. (A copy of which is attached hereto and made a part hereof).

6. The Separator to be constructed on East Campbell Street constitutes at least 50 % of the cost of the interchange requested.

7. From 1961 to the present, the City has expended some 2.4 million dollars on water distribution and sewer collection and treatment facilities, thus we are committed to an ultimate use by area. Since traffic oriented business is needed adjacent to at least one interchange location, it is the responsibility of the Bureau of Public Roads and ourselves to locate and provide for these facilities. We cannot economically do this, in the locations approved, due to topography and having to replace a portion of a presently new system, as follows:

   a. North Interchange - Installation of sewerage pumping facilities and pressure line. Ground water table is high and ground water pollution has been a problem, which is why the City put in the East side sewerage collection system. One mile of new cast iron water main (3 years old) would have to be replaced to a larger line.

   b. South interchange - 2 miles water main necessary; sewerage collection would be virtually impossible except to replace 2 miles of existing sewer and extending 2 miles.

The East Campbell street area can be served since this is part of our design and has been built.

8. From the studies by various committees, the City Planning Commission, Council, County Court, Chamber of Commerce, the City's Planning Consultant, and the Ranchers Highway Committee all recommend and agree on the City of Baker's request for a third interchange in the vicinity of East Campbell Street.

We appreciate your help in this matter as we feel that the final decision is vital to the welfare of the City of Baker.

Thank you.

Very truly yours,

Vernon Z. Jacobson
City Manager

Ralph McNeil
Mayor

VZJ/ne

CITIZEN COMMITTEE FOR
STUDY OF HIGHWAY INTERCHANGE AND ACCESS

NAME	ADDRESS	TELEPHONE Business	TELEPHONE Home
Mel Barton	3180 Grandview Drive		3-3173
Byron Brinton	2517 Valley Avenue	3-5353	3-4395
Lee Pollinger	1733 3rd	3-3673	3-5613
Howard Brooks	950 11th	3-3133	3-4650
Erhardt Buchfinck	211 Bridge	3-5844	3-5844
Orville Cary	1100 Park	3-5977	3-4962
Red Crosby	1625 Madison	3-3623	3-2719
Marvin Edge	2615 10th	3-4488	
Don Fischer	2607 Main	3-2191	3-2217
Ollie Hanson	3275 9th Drive	3-3636	3-4574
Dave Hunt	2220 Ohio	3-4434	3-5034
Heber Hunt	940 Walnut	3-5212	3-3729
Kenneth Lockwood	304 Hillcrest Drive	3-4431	3-2958
P.M. McAllister	3090 N. 2nd	3-2933	3-2505
Loren McBride	2705 10th	3-4815	3-4714
Bill Pedracini	1500 East	3-4404	3-3350
George C. Reed	1623 Eldon	3-5491	3-3429
Richard T. Savage	2625 2nd	3-3503	3-2627
Harvey Witham	1490 Resort		3-3289
Tom Young	1950 3rd	3-4442	3-5785

RECOMMENDATIONS AND REPORT OF THE CITIZENS COMMITTEE FOR THE STUDY OF HIGHWAY INTERCHANGE AND ACCESS

To: The Honorable Mayor Ralph McNeil and members of the City Council

The Citizens Committee For The Study of Highway Interchange and Access respectfully makes the following recommendations and report:

A. That the City of [illegible] ask the State Highway Department and Commission to:

1. Provide three full interchanges for access to the city. These would be: (a) An interchange north of the city, in the general area of the junction of State Highways [illegible] and 99; (b) An interchange near the general area of Campbell Street; (c) An interchange at the south of the community, located as initially proposed by the State Highway Department.

2. Provide access routes to adequately serve the community from these interchanges:

(a) Provide from the north interchange an access route that would enter North Main Street with adequate and proper signing at the junction with Hughes Lane to divert traffic to the Main Street area especially interested in the facilities, services and industries located there.

Avoid the residential area of North Cedar and avoid making that street an interchange access arterial.

(Reconstruction of Hughes Lane to the standard of an access should be the responsibility of the City and County and should already have been accomplished by the time freeway access is in operation)

(b) Provide major access from the central interchange via Campbell Street to Main Street.

(c) Provide access from the south interchange via the present Highway 99 with such improvement as may be necessary to enhance its utility and attractiveness and standard.

3. The recommendation will not be altered by pending decisions as to any change in the location of the major freeway route. The specific location will only alter slightly the specific location of the north interchange.

3. the City should insist on a [illegible] and an [illegible] central interchange. However, in the event that [illegible] impossible, the City [illegible] interchange.

4. [illegible] continuous and thorough [illegible] of all factors that [illegible] the traffic flow [illegible] of this community. A [illegible] studied the [illegible] of [illegible] to determine the [illegible] in the [illegible] plot of the [illegible] in order to [illegible] possible [illegible] to avoid [illegible] the [illegible] question [illegible] relationship to [illegible] the present City [illegible] in connection with [illegible] planning [illegible].

5. The Committee notes that [illegible] recommendations [illegible] essential that the City of [illegible] closely with the [illegible] in [illegible] should [illegible]. It is this committee's [illegible] restrictive and provide only for [illegible] traveling [illegible] public [illegible] of the community's present [illegible].

6. The committee awaits the further pleasure of the Council and offers its services and supporting data for whatever presentations are necessary to implement these recommendations.

Note: Presented to the City Council of the City of [illegible], Oregon at the regular council meeting of April [illegible], [illegible] by [illegible] of the committee, [illegible] Mr. [illegible] Hinton.

Adopted by unanimous vote of the City Council on April [illegible], 1956.

Form 63-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Klabor

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 18, 1966

In reply refer to: 08-35-DA

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(3)284
Baker Section - Campbell Interchange

Mr. Morgan's letter dated October 7 requested an additional interchange located at an extension of Campbell Street in Baker, Oregon.

The information submitted does not appear to support such a request. There is not adequate traffic and economic justification to warrant an additional interchange located approximately midway between the approved interchanges located north and south of the city. Your submission recognizes that there would be no significant savings to the public with the addition of this interchange, estimated to cost $230,000 plus right of way costs.

We believe there is merit to the objectives sought in the city plan and suggest that you study the possibility of adjusting the location of the approved interchanges to determine an economically feasible arrangement that will provide satisfactory traffic service and be compatible to the area road system and the city's comprehensive plan.

Routing

Morgan	Pease
Decker	Morelock
Bond	Trou
Barbee	Scott
Walker	Wills
Glenn	chfield
Swan	Olson

RECEIVED
NOV 25 1966
CONSTRUCTION
DIVISION

orig to Morgan
copy to Young
11-25-66

RECEIVED
NOV 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Cop to discuss w/County
Dec 19-23
ccl

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
1966

FORM E-129X 50M 7-65
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-80N-7(34)201
7539

October 7, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Subj: Campbell Street Interchange
Baker Section
Old Oregon Trail Highway
Baker County

NOTED
F. B. KLABOE

Dear Sir:

In accordance with Page 20 of "Instructional Memorandum for Preparation of the 104(b)5 Estimate", we offer the following data for justification of an interchange at Campbell Street in Baker, Oregon:

1. (a) Campbell Street is a city street, designated as a major street in "Comprehensive Plan, City of Baker, Oregon", published by Baker City Planning Commission, 1966.

   (b) ADT - see attached sketches.

   (c) Existing 2-lane city street.

   (d) Lanes for design year - 2.

   (e) 1-1/4 miles to city center of Baker, Pop. 9,986 (1960 Census).

   (f) Richland Interchange 1.5 miles north.
   South Baker Interchange 2.3 miles south.

2. Projected 1985 ADT of 3600 (1800 each way) should cause no problem as far as capacity of Campbell Street.

3. The interchange is far enough from adjacent interchanges that there should be no problems of signing, weaving, etc., and traffic on the Interstate route is light enough that ramp traffic should have almost no effect on flow of through traffic.

4. Traffic to and from the west (LaGrande) can gain access to Baker by the use of the Richland Interchange and traversing approximately 2.35 miles of the Baker-Homestead Highway to the city center. Traffic to and from the east (Ontario) can use the South Baker Interchange and approximately 2.4 miles of existing Old Oregon Trail Highway to the city center. Proposed Campbell Street Interchange is approximately 1.25 miles from city center, 0.6 mile of which is city street and the balance State highway. (Baker-Homestead Highway.)

5. Estimated construction cost - $230,000 plus right of way. There is no significant saving to the public with the addition of this interchange but the enclosed traffic projections show it will be well used.

6. Both the Richland and South Baker Interchanges are in rural areas far enough from Baker that the city is not visible. This may lead to reluctance on the part of some motorists who desire gas, lodging, food, etc., to leave the freeway at these points because of uncertainty of distance to city center. Campbell Street Interchange would provide direct access at a point where the city would be easily visible from the freeway.

Attached are copies of three letters, one each from the Baker County Court, Baker County Chamber of Commerce and City of Baker, all requesting favorable consideration of the Campbell Street Interchange. Also attached is a copy of "Comprehensive Plan, City of Baker, Oregon" published in 1966 by Baker City Planning Commission which also includes some comment as to the desirability of an interchange at Campbell Street.

No layout sheet is included as no plan has been developed. We are requesting that you approve an additional full interchange at this point with the details of design to be worked out at a later date.

Very truly yours,

Forrest Cooper
State Highway Engineer

OCT 11 1966
STATE HIGHWAY

DNS:jr

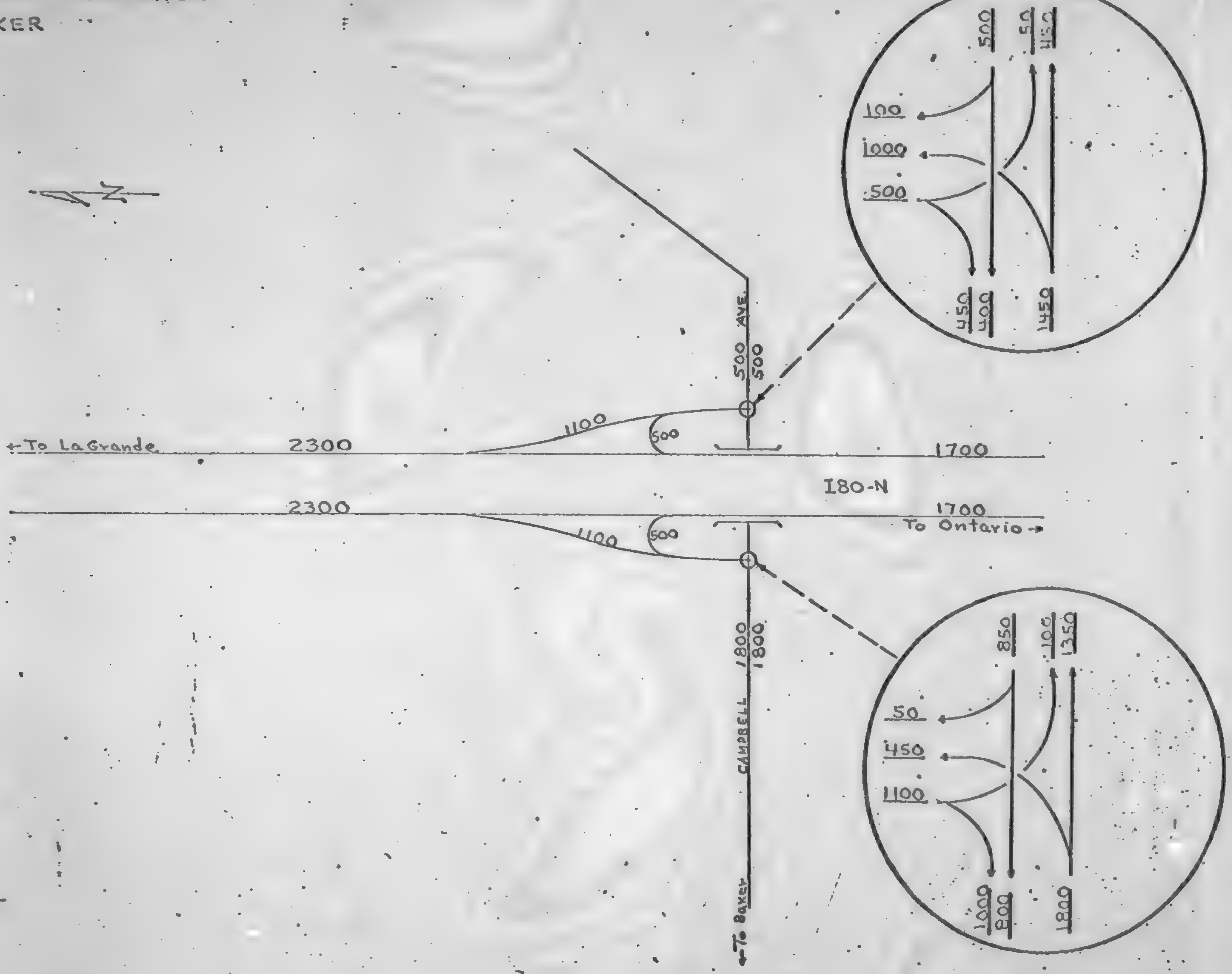
cc: F.B. Klaboe
A.F. Parson, LaGrande

By

F.D. Morgan
Construction Engineer
By D J Barber

Enclo.

CAMPBELL AVENUE INTERCHANGE
BAKER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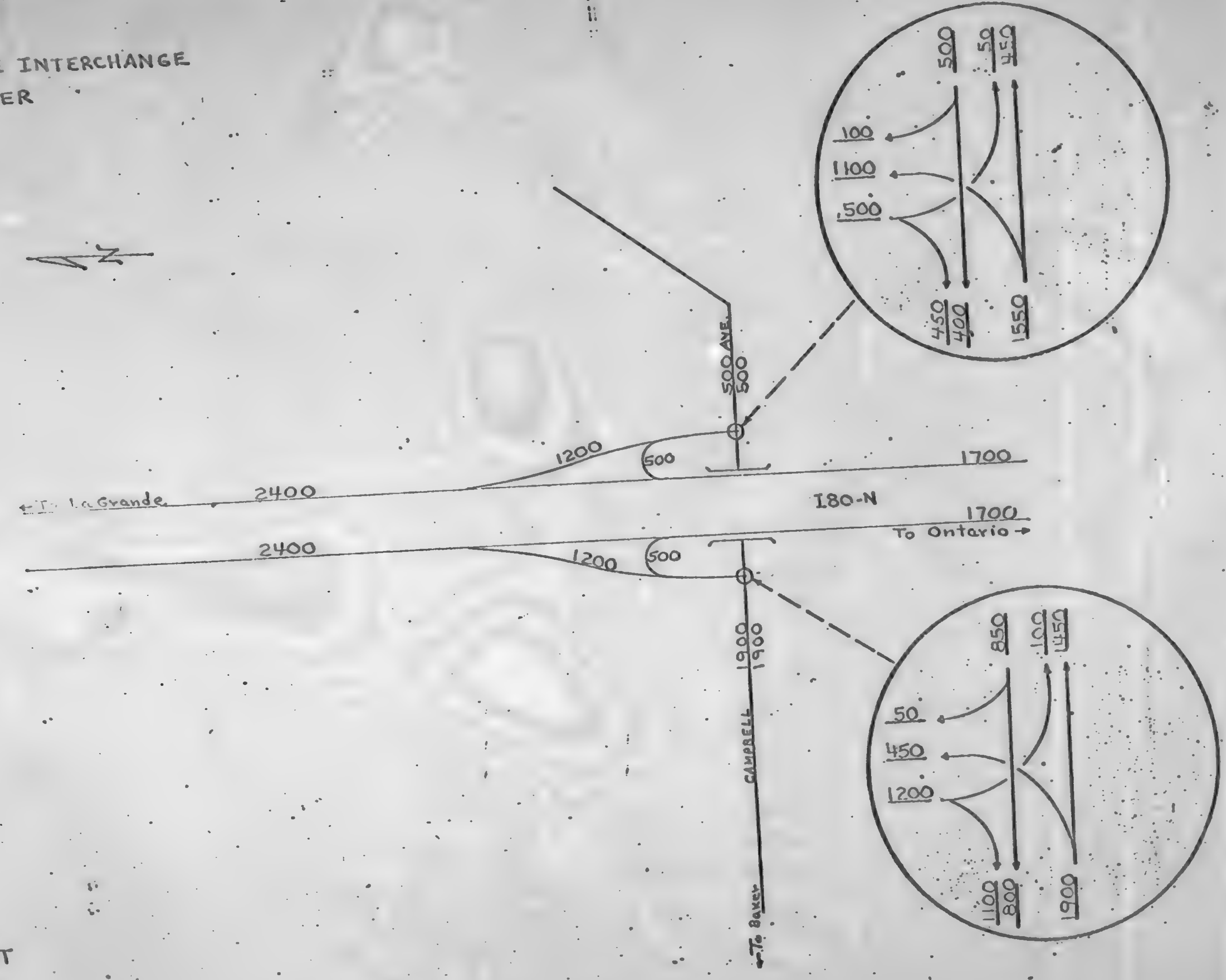
Traffic assignment assumes a Richland Interchange.

12/13/65

CAMPBELL AVENUE INTERCHANGE
BAKER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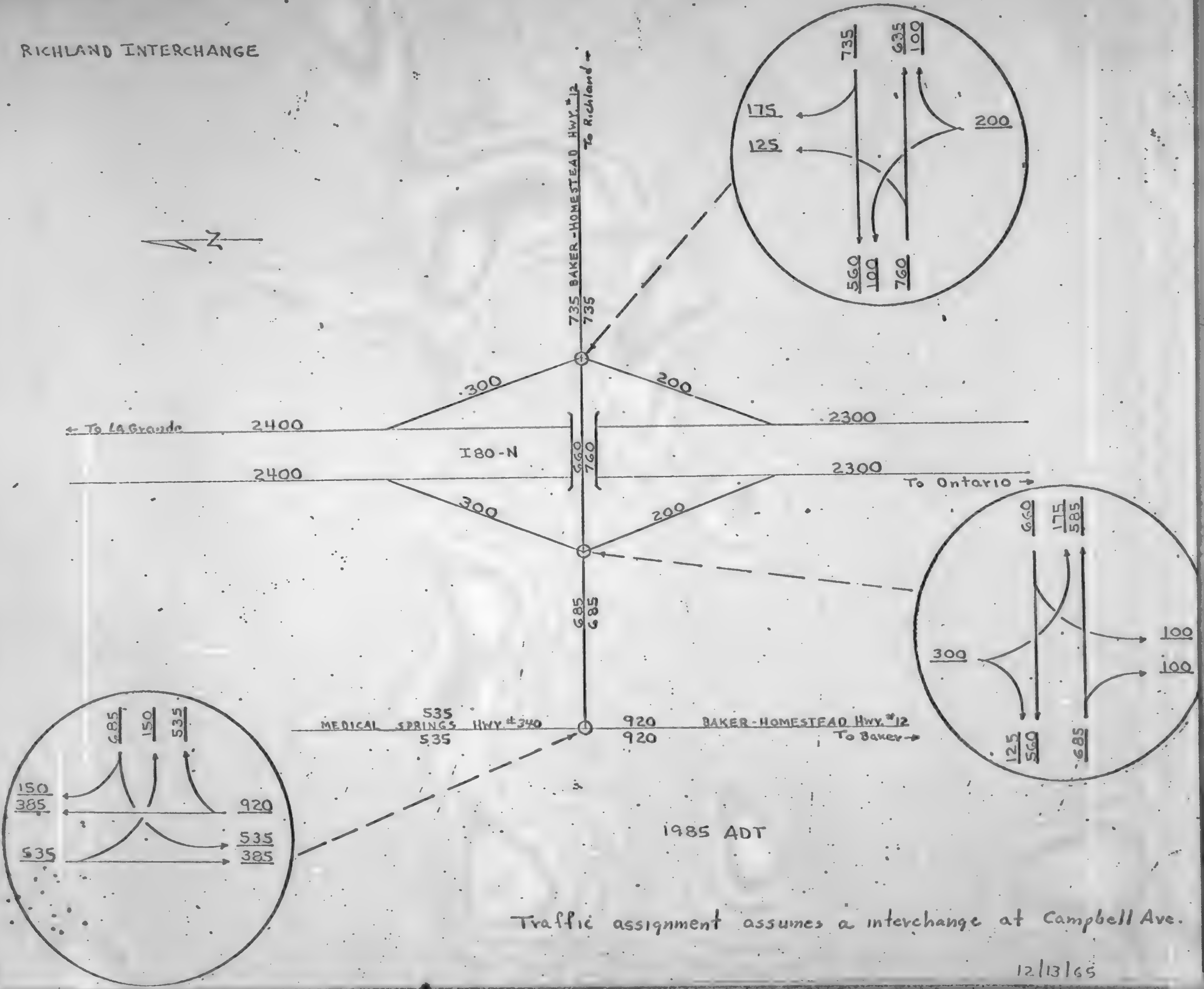
1985 ADT

Traffic assignment assumes no Richland Interchange

7/13/65

RICHLAND INTERCHANGE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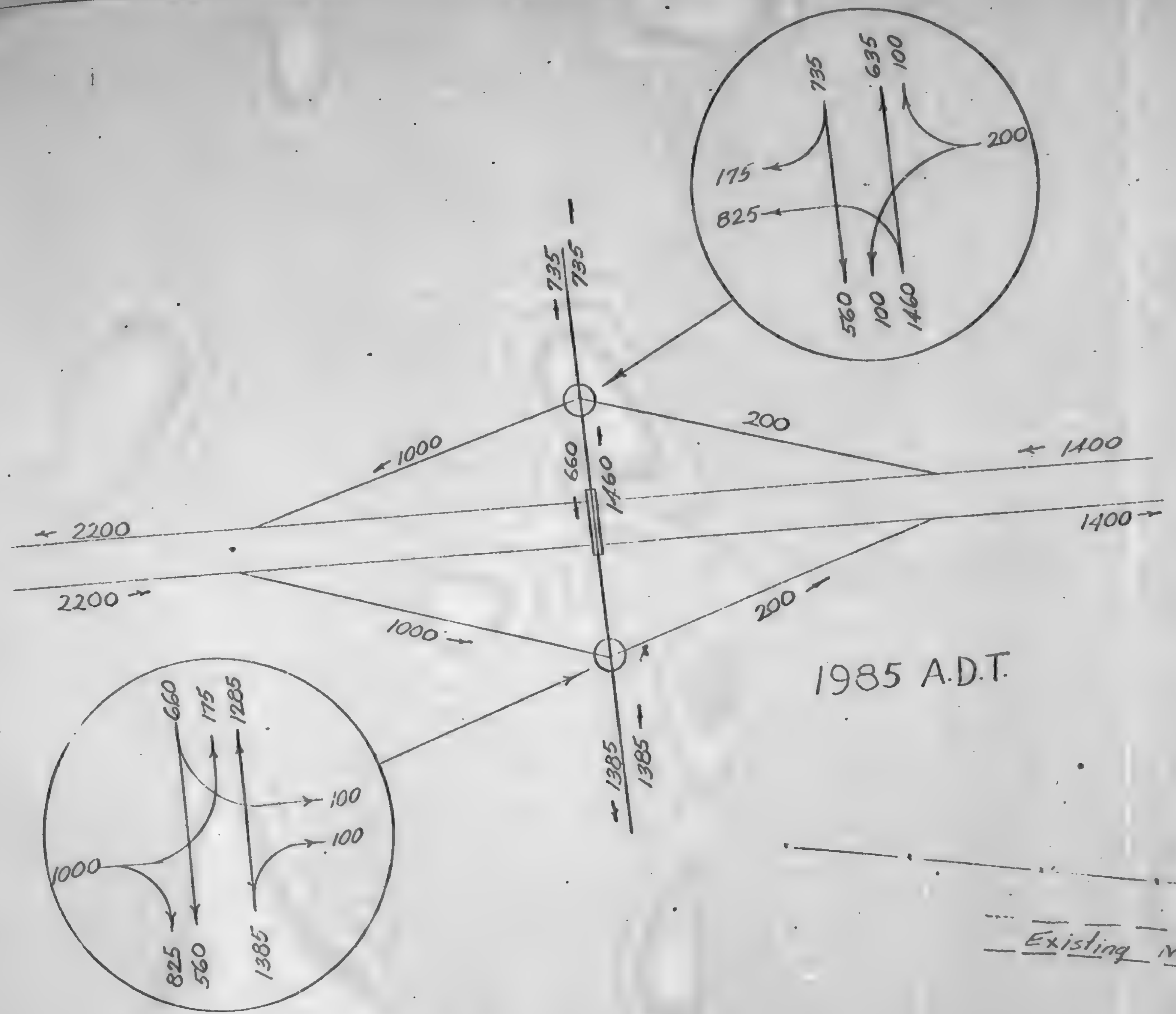
Traffic assignment assumes a interchange at Campbell Ave.

12/13/65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Existing Medical Spr

Traffic assignment assumes no interchange at Campbell Ave.

"CENTER OF OREGON'S ADVENTURELAND"
CITY OF BAKER OREGON
P. O. BOX 671
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

August [illegible], 1966

AUG 15 1966

REC'D DIV. OFFICE
LA GRANDE

Mr. A. F. Parsons
Division Engineer
Oregon State Highway Commission
La Grande, Oregon

Re: Freeway Interchange
Baker, Oregon

Dear Doc:

Having completed a Comprehensive Plan by the engineering firm of Cornell, Howland, Hayes and Merryfield of Corvallis, Oregon, and a street use and land use study by a committee appointed by the City Council; the City Council of the City of Baker, Oregon, herewith submits it's request for a full interchange in the vicinity of Campbell Street.

This request is based on the following factors:

a. Both the north and south interchanges are too far outside the city, and the distance between are excessive (4 miles).

b. An engineering study indicates that city services, especially sewage, will not be availabe to the north or south interchanges.

c. Our Comprehensive Plan indicates that a traffic oriented commercial area should be zoned near the interchange which creates a land use problem around either of the two interchanges recommended by the Highway Department at this time.

d. The City of Baker feels that they are entitled to at least one interchange within the city limits, in order to control building developement.

e. The north interchange will be an important agricultural crossing; business and residential developement should be minimized.

Thank you for your consideration in this matter.

Yours truly,

R E McNeil
Ralph E. McNeil
Mayor

REM/ph
encl.

LLOYD REA
COUNTY JUDGE
R. M. PHIPPS
GILL C. WRIGHT
COMMISSIONERS

BAKER COUNTY
BAKER • OREGON

August 30, 1966

Mr. A. F. Parsons
Division Engineer
Oregon State Highway Commission
La Grande, Oregon

Dear Mr. Parsons:

As members of the Baker County Court, we have been closely related with the Citizens Committee regarding the study of the highway interchange and access routes to the city of Baker.

The County Planning Commission has discussed this with the Citizens Committee and has agreed the city leadership in the matter of the interchange is sound and acknowledged the thoroughness of the Committee's work and also the professional study the city had made.

The city is best prepared for the impact of interchange area development and it would seem wise to locate one interchange centrally within the city where utilities, especially sanitation, are available.

Therefore, we as members of the Baker County Court are in complete agreement with the conclusion of the study that three full interchanges for access to the city be provided. Particularly, the central interchange in the vicinity of East Campbell Street. We feel this interchange is vital to the economy of the city and is a convenience to the traveling public.

Sincerely yours,

Lloyd Rea
County Judge

R. M. Phipps
County Commissioner

Gill C. Wright
County Commissioner

bl

BAKER COUNTY CHAMBER OF COMMERCE
BAKER, OREGON 97814

August 22, 1966

Mr. Ralph McNeil
Mayor of Baker
Baker, Oregon

Dear Mayor McNeil:

As a matter of vital interest to this community I want to inform you that the Baker County Chamber of Commerce board of directors has gone on record supporting the announced decision of your Citizens Committee for the Study of Freeway Interchange and Access.

The board fully supports the conclusion of the study committee that it is absolutely vital to the future economy of this community that we have three interchanges, in particular the central interchange in the vicinity of East Campbell street.

The Chamber has a very sincere interest in the central interchange. Under the present plan neither the north or south interchange provide a view of the city for a motorist prior to making a decision to stop without finding it necessary to by-pass the city before turning off.

This, plus other reasons, such as lack of availability of city services, make the proposed north and south interchanges almost impossible to develop properly for tourist attractions. Thus the central interchange becomes most necessary. A special Chamber committee has already completed a special study for the development of a tourist complex and found that their plans, which include a park area, overnight camp area, historical items, a museum and possibly a lake, would be only practical for full development at a central interchange. This committee made such a report just recently before the Chamber board and now only awaits the final decision on the location of interchanges before proceeding with the tourist complex development plan.

If there is any further information needed concerning the tourist complex development and the importance of the central interchange to this plan or on our support of the study committee's recommendation please let me know.

Sincerely,

Lee C. Bollinger

Lee C. Bollinger, President

LCB;s

RECEIVED
AUG 26 1965

FOR FILING

I-80N-7(34)301
7539

By Pass
106a

August 25, 1965

The Honorable Ralph McNeil
Mayor
City of Baker
Baker, Oregon

Dear Mayor McNeil:

We have completed our study of your proposal to move the South Baker Interchange closer to the city. It demonstrates that it is feasible to construct it closer but there is no location that would permit a motorist to view the city prior to entering the interchange area. Furthermore, your proposal would require an expenditure of over $200,000 more than our original proposal.

Please refer to the enclosed sketch maps. The line colored red is the original State Highway Department proposal and the line colored green is your alternate proposal. Near Station 2240, both proposals would be in cut which would effectively obscure any view of the city. The grade line between your proposal and the city street system is also less desirable than the grade line proposed by the State Highway Department.

If you desire any further information concerning this proposal, please contact Mr. A. F. Parson at his La Grande office, and he will be happy to meet with you. As we do not feel that your proposal can be economically justified, we are discontinuing any additional study of the matter unless we hear further from you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

JEM:rw FBK:srb
Enclosure
cc: Mr. Forrest Cooper
Mr. F. D. Morgan
Mr. A. F. Parson
Mr. R. L. Porter
Mr. H. S. Coe

FORM E-30 [illegible] 3-66 SP*6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 6, 1965

To: MEMO TO THE FILES

SUBJECT: Projection for moving South Baker Interchange closer to the City of Baker

Using uncontrolled topographical data, Mr. Frank Hall's office has explored the subject with respect to feasibility and permitting a view of the City in sufficient time for a northbound vehicle to choose between the through route and the business route.

The study plus information from the field concerning use of the Interstate highway already constructed east of Baker demonstrates that any interchange position will be effectively screened by the terrain from other than smoke or a glow in the sky. The motorist must be guided by maps and signing as is the case in several other cities in the state now served by an Interstate Highway.

It is feasible to construct an interchange closer to Baker. The pattern for the least cost including the connection to Baker is $100,000 in excess of that for the planned location and is unsatisfactory in that it does not achieve a better view of the city.

The cemetery just southeasterly of Baker being the only landmark recognizable toall, it is observed that the ridge jutting out from the main body of higher ground just south of this cemetery blocks the view from Interstate to the east of this point. It also precludes a connection between it and the cemetery by forcing it into cut which blocks the view. For a connection north of the cemetery the 200 feet difference in elevation forces the off ramp too close to the mainline cut to permit an adequate view of the city.

J. E. Morelock
J. E. Morelock
Chief Locating Engineer

8/9/65
Copy to Klaboe
for Mr Morgan
ZI

JEM:rw

RECEIVED
AUG 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

177

RECEIVED
AUG 3 1 1965

FOR FILING

I-80N [illegible]

Form CD-121 (11-63) (Prescribed by A.O. 200-16)

UNITED STATES GOVERNMENT

Memorandum

Klaboe

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 25, 1965

In reply refer to: 08-35.3
I-80N-7(3)284

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons

FROM: Baker
A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Specific Location - Baker Section of I-80N

The specific location of Interstate Route 80N between previously approved intermediate control points at Campbell Street and the southeastern city limits of Baker is approved, effective this date, as delineated in red on the sketch map accompanying Mr. Klaboe's August 20, 1965 letter.

Mr. Cox's August 3, 1965 letter furnished a transcript of a public hearing held on June 30, 1965, covering this section of I-80N. We note that the final locations for adjoining sections both north and south of the subject segment have been previously approved by the Bureau of Public Roads.

This approval is given with the understanding that full control of access and other standards described in PPM 20-4 can and will be obtained.

REFERRED TO Young - Morgan - Cox
BY ASST. STATE HWY. ENGR.
8-30-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 20 1965
FOR FILING
I-80N-7(34)301
7539

August 20, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Central Area
Baker, I-80N

Dear Sir:

For your approval, we submit herewith four copies of a map showing previously approved control points in the vicinity of Baker, along with the route selected through the central area as the same is affected by the location of I-80N.

The location set forth is the most feasible location between these control points shown; the Virtue Flat route having been previously eliminated from consideration at the time of approval of the Campbell Street control point.

The 1985 traffic volume anticipated to use the facility is 2,800 ADT.

The existing highway will provide local service and access into the city and will be retained as a part of the highway system.

The proposed route is one on which full control of access and other standards described in PPM 20-4 can and will be obtained.

Similar feasible locations that can be improved to complete control of access standards are available on the adjoining sections of the Interstate route.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. H. Young
Mr. Jim Owens
Mr. R. N. Chase

Enclosures

LHY:mb srb

OREGON STATE HIGHWAY DEPARTMENT

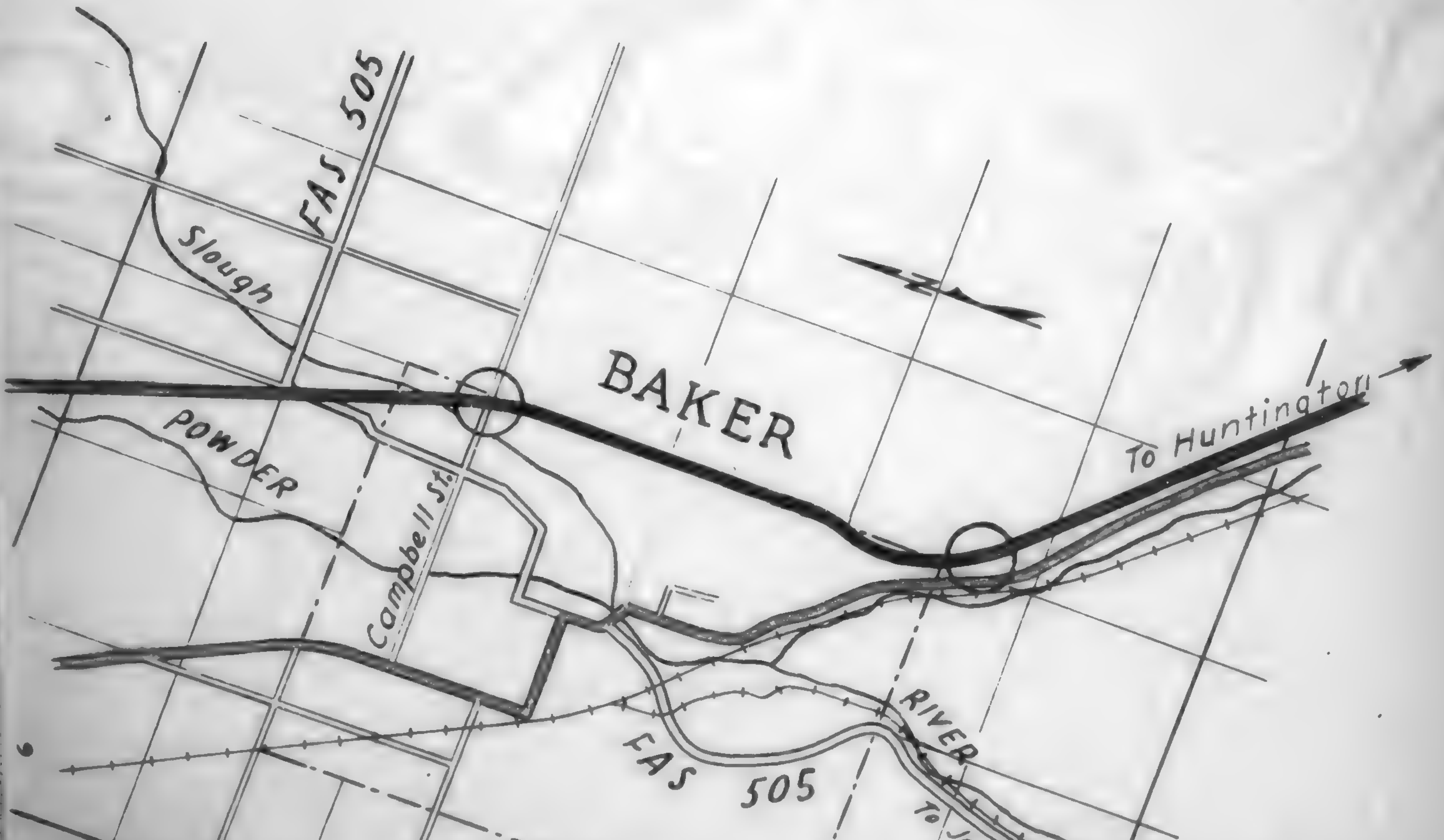
Sketch Map

INTERMEDIATE CONTROL SECTION
BAKER SECTION
INTERSTATE HIGHWAY 80N

Aug., 1965

LEGEND

- ○ Intermediate Control Point
- ━ Intermediate Control Section for which Approval is requested
- ━ Intermediate Control Section Previously Approved
- ═ Route Presently in Use


FAS 505
Slough
N
BAKER
POWDER
Campbell St.
To Huntington
RIVER
FAS 505
To John Day

T. 9 S., R. 40 E.

SU-563(2) Country Club Rd.-Harvey Way 1971
(Lake Oswego) Sec., of Boones Ferry
#7540 Rd., FAS 681 (Grad. & Pav.)

CXA 4135 1-11-71

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are no

1969,
receive

HR:ljt

Encl.

fas 681
Clack

December 5, 1973

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon 97045

Contract 7540
SU-563(2)

Attention Mr. John McIntyre
Director of Public Works

Gentlemen:

Final costs, as shown in the enclosed cost statement, are now available on:

Country Club Road-Harvey Way Section on
FAS 681.

t/or, 1/8/71

In accordance with an agreement dated September 30, 1969, the amount of $7,855.08 is due the County. You will receive a refund in this amount.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

FAS 681

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS
902 ABERNETHY ROAD, OREGON CITY, ORE. 97045
JOHN C. McINTYRE, Director
Phone 655-8521

June 28, 1973

Oregon State Highway Division
c/o Harold Reynoldson
Rural Program Engineer
Salem, Oregon 97310

RE: FAS 681 Country Club Road - Harvey Way Section
Boones Ferry Road.

Your letter of June 21, 1973, asked for the following information:

44531-5	K & M Brown	Deed 71-784
" 6	Rainbow Terrace	" 71-789
" 7	Wolford-Leytham	Only Used Temporary Construction Permit
" 9	A. Evans	70-6913
" 10	Jaeger	71-787
" 13	Dority	71-785, 71-786
" 14	Parker	71-788
" 15	Keys	Court Order on Tax Foreclosure

Lots 1 & 2, Block 3, Lake Grove Acreage Estates were bought by county and resold in 1972 tax sale. See copy of sale and legal description.

Lot 25, Block 4, was purchasee by county. See Deed 71-786.

If I can be of any further assistance, feel free to write or call.

JOHN C. McINTYRE - Director of Public Works

By C. Bogumil

CAROL BOGUMIL - Right-of-Way Agent

/dm

Hand carried to Mel Jacobson
7/2/73 HR

RECEIVED
COUNTY & CITY SECTION
JUL 2 - 1973
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☒ APE ☐

June 21, 1973

Mr. Wilbur Schick
Clackamas County Department of
Public Works
Right-of-Way Supervisor
902 Abernethy
Oregon City, Oregon 97045

Re: Country Club Road-Harvey Way Section
Boones Ferry Road, FAS 681
Clackamas County

Dear Mr. Schick:

We would appreciate a copy of the deeds listed on the attachment covering the following properties. These are the ones we discussed earlier by phone.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Att.

bc: M. Jacobson, Rd. Description

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

COUNTRY CLUB ROAD-HARVEY WAY SECTION
Boones Ferry Road, FAS 681
Clackamas County

44531-5	K & M Brown	Sta. 87-89	SE side
44531-6	Rainbow Terrace, Inc.	Sta. 88-100	SE side
44531-7	Wolfard-Leytham	Sta. 98-100	SE side
44531-9	A. Evans	Sta. 99-101	SW side
44531-10	J & W Jaeger	Sta. 100-112	SW side
44531-13	A & M Dority (A)(B)	Sta. 109+50	SW side
		Lot 22, Blk 3	Lake Grove Acreage Estates No. 2
		Lot 26, Blk 3	" " " " " "
44531-14	G. Parker	Lot 23, Blk 3	" " " " " "
44531-15	J & L Keys	Lot 24, Blk 3	" " " " " "

Did County buy Lots 1 & 2, Blk 3, Lake Grove Acreage Estates?

Did County buy Lot 25, Blk 4, Lake Grove Acreage Estates?

Harold Clackamas County
Country Club Rd - Harvey Way FAS 681 (Boones Ferry Rd.)
Need deeds for the following files

44531 - 5	K.&M. Brown	Sta 87 - 89	SE side
" - 6	Rainbow Terrace, Inc.	Sta 88 - 100	SE Side
" - 7	Wolford-Leytram	Sta 98 - 100	SE Side
" - 9	A. Evans	Sta 99 - 101	SW Side
" - 10	J.&W. Jaeger	Sta 100 - 112	SW side
" - 13	A&M. Dority Ⓐ Ⓑ	Sta 109+50	SW Side
		Lot 22 Blk 3	Lake Grove Acreage Estates No 2
		Lot 26 Blk 3	" " " " "
" - 14	G. Parker	Lot 23 Blk 3	" " " " "
" - 15	J. & L. Keys	Lot 24 Blk 3	" " " " "
			" " " " ?

Did County buy Lots 1 & 2 Blk 3 Lake Grove Acreages Estates ?
" " " Lot 25 Blk 4 Lake Grove Acreages Estates ?

Marion County
Arndt Rd. FAS 117 Airstrip Rd - Pudding Riv Br.
Need deeds for Files 44321 - A thru G.

87+00 to 89+00

(109+50)

SALEM, OREGON
May 4, 1973

Additional funds for overruns
Country Club Rd-Harvey Way Sect.
FAS 681
Clackamas County
SU-563(2)

Airport Rd-Pudding River Br. Sect.
Arndt Road, FAS 117
Clackamas County
S-573(1)

Mr. L. H. Young
Office Engineering

BUILDING

Attn: Mr. R. H. Chase

Because of overrun on the two above projects, the following amount of additional Federal funds will be needed:

Country Club Road-Harvey Way Section FAS 681	$50,000
Airport Road-Pudding River Br. Section	15,000
TOTAL	$65,000

H. S. Cox
County and City Engineer

By

HR
Harold Reynoldson
Rural Program Engineer

HR:ljt

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FORM PR-33G
(REV.3-68)

FOR FILING

12-18-72

cc: OSHD (Johnson)
Region
Wash DC

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

NOTED
A. E. JOHNSON

INSTRUCTIONS - *Submit original and 3 copies to the Public Roads Division Office*

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT

SIGNATURE

TITLE: Programming Engineer

STATE: Oregon

REGION NO.: 10

COUNTY: Clackamas

PROJECT NO.: SU-563(2)

DATE OF INSPECTION: June 7, 1972

BUREAU OF PUBLIC ROADS INSPECTION MADE BY: W. N. Bryant, Area Engineer

IN COMPANY WITH: A. C. Ha_wood, Asst Reg Engr, OSHD; W. J. Scofield, Res Engr, OSHD.

CONTRACTOR NAME: Cascade Construction Company, Inc.

CONTRACT AMOUNT: $ 537,388.90

DESCRIPTION OF IMPROVEMENT AS PROGRAMED:

Grade, Drain, High Type Pavement on 4-11' Lanes with 16' Median, Speed Change Lanes and AC Footpaths.

RECEIVED
STATE HWY ENGR
DEC 19 1972
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cy Cort 12-20-72

IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 64 feet)

TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN: TYPE CODE NUMBER	STRUCTURES OVER 20-FOOT SPAN: NET LENGTH (Miles)
6203	0.81	64	-	-

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.*

DEC 18 1972
REGIONAL OFFICE

COUNTRY CLUB ROAD-HARVEY WAY SECTION
BOONES FERRY ROAD (FAS 681)
Grading and Paving

Work completed under this project consisted of roadbed grading, aggregate base, plant-mix bituminous base and asphalt concrete pavement, including the construction of curbs, footpaths, and storm sewer system. The project was awarded to Cascade Construction Co., Inc. on April 13, 1971 with work beginning on April 19, 1971. All contract work was completed on June 2, 1972, at a final cost of $638,344.79 or approximately 1.6% above the contract authorization of $628,436.90. The final cost of completing contract bid items was $544,684.81 or approximately 0.7% above the original bid amount of $540,788.90. There were no major significant overruns or underruns. The final cost of construction engineering was $75,693.00, approximately 52% above the original authorized amount of $49,832.00 due primarily to the

(more)

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: W N Bryant W. N. Bryant		SIGNATURE: G. L. Green	DATE: 12/14/72
TITLE: Area Engineer	DATE	TITLE: Division Engineer	

12-19-72 Johnson
cy Young

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED contract time overrunning. Contract time allowed was 160 calendar days as compared to the 314 calendar days required to complete the work. Liquidated damages in the amount of $23,100 (154 days at $150 per day) has been assessed accordingly.

The required materials certification which indicates all materials used on the project were in reasonably close conformity to pertinent specification requirements is attached to the Division copy of this report.

Acceptance of the project is recommended.

4:1340 STATE COPY 5

MONTHLY TRANSACTION NUMBER 11-6	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 4	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	COUNTY Clackamas
MODIFICATION NUMBER 1	(PPM 21-7) 10-26-72	PROJECT NUMBER SU-563(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 20, 1971, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 628,436	$ 642,165
Federal Funds	$ 399,308	$ 408,031
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 26th day of October, 1972.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By G L Green
~~Acting~~ (Division Engineer)
G. L. Green

By ____________________

____
(Title)

By ____________________

____
(Title)

Federal-aid
Project No. SU-563(2)

Oregon State Highway Division

COUNTRY CLUB ROAD-HARVEY WAY (LAKE OSWEGO) SECTION

FAS 681 IN CLACKAMAS COUNTY

Salem, Oregon, October 16, 1972

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 78+00 to Sta. 120+72)

Subtotal on previous estimate of April 14, 1971			$553,688.90
Previous Estimate			
Coarse Aggregate Base	14,300 ton	3.65	52,195.00
Revised Estimate			
Coarse Aggregate Base	17,614 ton	3.65	64,291.10
	Increase		$ 12,096.10
	Subtotal		$565,785.00
	Engr. & Cont.		76,380.00
	Total		$642,165.00

Length of Project - - - - - 0.81 Mile
Cost of Roadway Per Mile- - $792,796.29

Federal Funds -	$408,031.00
State Funds -	117,067.00
County Funds- -	117,067.00
Total	$642,165.00

Group 1 - 100%

Contract No. 7540

Prefix: 503-1015

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 4-55	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT	COUNTY Clackamas
PROJECT REPORT NO. 3	(PPM 21-7) 4-20-71	PROJECT NO. SU-563(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Country Club Rd. to Harvey Way (Lake Oswego)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	12-15-70	0.81
OTHER *(Specify)*		

FUNDS Pro Rata 63.54%

ESTIMATED TOTAL COST OF PROJECT $623,436	FEDERAL FUNDS $ 399,308

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By
(Division Engineer)
For R. E. Simpson

Date executed by Division Engineer 20 APR 1971

FORM PR-2 (REV. 1-70)

PREVIOUS EDITIONS ARE OBSOLETE

April 14, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Project No. SU-563(2)
Country Club Rd.-Harvey Way
(Lake Oswego) Section

Dear Sir:

We are forwarding four copies each of project agreement estimate and project agreement for the above-listed project. Two copies of the project agreement have been signed by a Highway official.

In compliance with Mr. Whitten's Circular Memorandum, May 25, 1964, Subject: "Consideration of the overall interests of the public in the Federal-aid highway programs for the protection or improvement of parks and other outdoor recreational and historical resources", there have been no objections or suggestions made regarding this project.

The specifications and proposal contain certifications conforming to Mr. J. M. O'Connor's memorandum of February 23, 1968, in regard to nonsegregated facilities.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. E. Young
Program and Planning Engineer

Enc.

DAR:bb

Federal-Aid
Project No. SU-563(2)

Oregon State Highway Division

COUNTRY CLUB ROAD-HARVEY WAY (LAKE OSWEGO) SECTION

FAS 681, CLACKAMAS COUNTY

Salem, Oregon, April 14, 1971

Project agreement estimate.

Type Code 6203
Roadway (Sta. 78+00 to Sta. 120+72)

Mobilization	All Required		$ 16,210.00
Temporary Protection and Direction of Traffic	All Required		10,000.00
Clearing and Grubbing	All Required		36,300.00
Removal of Structures and Obstructions	All Required		1,800.00
Ditch Excavation	110 cu.yd.	4.00	440.00
General Excavation	55,500 cu.yd.	1.34	74,370.00
Trench Excavation	2,150 cu.yd.	3.00	6,450.00
Finishing Roadbed and Slopes	All Required		7,800.00
Obliteration of Roadway	850 sq.yd.	0.90	765.00
Watering	1,070 M-gal.	4.50	4,815.00
Bituminous Base Mixture	16,200 ton	6.37	103,194.00
Asphalt in Bituminous Base Mixture	890 ton	35.00	31,150.00
Coarse Aggregate Base	14,300 ton	3.65	52,195.00
3/4" - 0 Aggregate Base	750 ton	3.75	2,812.50
Class "B" Asphalt Concrete Mixture	8,380 ton	6.37	53,380.60
Asphalt Cement in Mixture	545 ton	35.00	19,075.00
Asphalt in Tack Coat	5 ton	100.00	500.00
Class "A" Concrete in Box Culvert and Flume	100 cu.yd.	90.00	9,000.00
Reinforcement in Box Culvert and Flume	15,300 lb.	0.20	3,060.00
12-inch Culvert Pipe	30 lin.ft.	4.00	120.00
54-inch Culvert Pipe	240 lin.ft.	35.00	8,400.00
8-inch Sewer Pipe	130 lin.ft.	3.00	390.00
10-inch Sewer Pipe	120 lin.ft.	3.50	420.00
12-inch Sewer Pipe	2,960 lin.ft.	4.00	11,840.00
15-inch Sewer Pipe	410 lin.ft.	5.00	2,050.00
18-inch Sewer Pipe	890 lin.ft.	7.00	6,230.00
21-inch Sewer Pipe	66 lin.ft.	10.00	660.00
24-inch Sewer Pipe	100 lin.ft.	11.00	1,100.00
36-inch Sewer Pipe	120 lin.ft.	20.00	2,400.00
Concrete Manholes	16 only	450.00	7,200.00

Concrete Inlets	32 only	175.00	$ 5,600.00
6-inch Drain Pipe	2,500 lin.ft.	2.00	5,000.00
Special Filter Material in Drains	350 cu.yd.	5.00	1,750.00
Guard Rail, Type 2	1,500 lin.ft.	2.75	4,125.00
Guard Rail, Type 2A	560 lin.ft.	4.25	2,380.00
Barricade, Type 2	400 lin.ft.	3.25	1,300.00
Concrete Driveways	120 sq.yd.	6.92	830.40
Concrete Curbs	250 cu.yd.	41.00	10,250.00
Extra for Asphalt Walks	4,100 sq.yd.	2.75	11,275.00
Loose Riprap, Class 100	1,000 cu.yd.	8.50	8,500.00
Loose Riprap, Class 700	850 cu.yd.	8.50	7,225.00
Filter Balnket	140 cu.yd.	8.50	1,190.00
Roadside Seeding and Mulching	4 acre	517.50	2,070.00
2-inch Electrical Conduit	320 lin.ft.	5.52	1,766.40
			$537,388.90

Flagging (60% of Contractor's Cost)	All Required	$ 5,000.00
Temporary Erosion Control	All Required	10,000.00
Temporary Pavement Striping	All Required	500.00
Job Trainee ($0.80 per hr.)	All Required	800.00
		$ 16,300.00

Subtotal	$553,688.90
Engr. & Cont.	74,747.10
Total	$628,436.00

Length of Project - - - - - 0.81 Mile
Cost of Roadway Per Mile- - $775,846.92

Federal Funds	$399,308.00
State Funds	114,564.00
County Funds	114,564.00
Total	$628,436.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7540

Prefix 503-1015

RECEIVED
SEP 21 1972
FOR FILING

7540

September 20, 1972

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06183

Gentlemen

A post-final payment for $23,100 will be made to Cascade Construction Company, Inc., on Contract No. 7540 for work on Country Club Road-Harvey Way in Lake Oswego on FAS 481 in Clackamas County as soon as the warrant is prepared.

The total amount paid on this contract will be $362,165.73 including the post-final payment. Of the total, $13,369.84 is for force account.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Cascade Construction Co., Inc.
P. O. Box 4267
Portland, Oregon 97208

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn W. L. Mommer
L. W. Rulien

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SEP 1[illegible] 1972

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7540

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 12, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Extension of Time, Contract No. 7540
Country Club Road-Harvey Way Section, FAS 681

Cascade Construction Company, contractor on the subject project in Clackamas County, has made a request for extension of the contract time for 174 days. The reasons cited by the contractor are utility delay, strikes by carpenters and commercial concrete plant operators, the weather effect on work shifted to a later time, and late extra work. The project was completed June 1, 1972, with 154 days liquidated damages assessed at $150 per day for a total of $23,100.

This was basically a widening project on existing alignment in a suburban area and with extensive utility involvement. Utility relocation and adjustment work was carried on through the 1971 season to mid-September. Strikes by carpenters and commercial concrete plant operators also caused delay. Work shifted to a later time because of these delays had to wait for suitable weather in the early part of the 1972 season.

I have approved a time extension of 154 days which will delete all liquidated damages. This was a Federal-aid Secondary project and specific concurrence by the Federal Highway Administration is not necessary.

This matter will be on the agenda for your concurrence at the September 19 meeting.

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
A. E. Johnson
C. T. Keasey
L. W. Rulien
L. H. Young
V. L. Gallagher
V. E. Skoog
Gary Ross
Gary Sund

JAB:fw dps

5

[illegible]

FOR FILING

7540

September 11, 1972

Cascade Construction Company
P. O. Box 4267
Portland, Oregon 97208

Gentlemen:

Your request for a time extension of 174 days on Contract No. 7540 for work on the Country Club Road-Harvey Section of FAS 681 in Clackamas County, has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 154 days is granted without assessment of liquidated damages. This will eliminate all time liquidated damages on the project.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

cc: C. W. Head
F. B. Klaboe
A. E. Johnson
C. T. Keasey
V. E. Skoog
L. W. Rulien
W. J. Scofield
V. L. Gallagher

JAB:fw dps

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 8, 1972

SUBJECT: Country Club Road-Harvey Way
Contract No. 7540
Request for Time Extension

To: A. E. Johnson
Assistant State Highway Engineer

FROM:
John A. Bond
Construction Administration Engineer

Cascade Construction Company has requested a 174 day extension of the contract time. There are actually 154 days liquidated damages retained at $150 per day for a total of $23,100.

The contractor has presented a lengthy list of specific dates and causes of delay to substantiate his request. These can be summarized as utility delay, strikes by carpenters and commercial concrete plant operators, the weather effect on work shifted to a later time, and late extra work. The Resident Engineer and Region Office have made detailed analyses of this request including the preparation of a very good progress chart showing, weather, utility activities, and the various contractor and subcontractor activities.

You will note from the Region's summary of pertinent statistics that this job amounted to over $500,000 of work and the 160 calendar work days allowed contemplated completion during the 1971 construction season. This was basically a widening project on existing alignment in a suburban area and with extensive utility involvement. You will note from the chart that utility work was carried on virtually through the 1971 season to mid-September. The contractor started work promptly and in reviewing the weekly reports, I conclude that he staffed it adequately.

When the contract time was established, I do not think we contemplated such a lengthy utility relocation period as actually evolved. Once a job such as this is forced into a second season, it has to go well into the second season in order to find enough continuous better weather to do final pavement and finishing items. We note particularly that in this case the roadway paving was done by April 19 so that traffic had full use of the new facility some 47 days before the actual absolute completion date.

SP*55475-734

We are reluctant to assess any liquidated damages on this project even though the Resident Engineer recommends extension for all but 16 days and the Region for all but 10 days. The effects of trading poor weather time for prime summer time and trying to assign specific days to the utilities can not be precise. We are therefore reluctant to extend for all except a small percentage of the liquidated damages and instead recommend that complete time extension be granted.

This was a Federal-aid Secondary project, so specific concurrence by the FHWA is not required. Rough draft letters to the Highway Commission and the contractor on the above basis are attached.

JAB:fw
Attach.
cc V. L.Gallagher

E—380 (Rev.)—3M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date May 23, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 160 days to 234 days, within which to complete our Contract No. 7540, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED SUPPLEMENTAL SHEETS.

Respectfully submitted,

Contractor

By

CONSENT OF SURETY

Date 5-23, 1972

We, The Travelers Indemnity Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-Fact
GERLINGER, ARNOLD & REGER CO. (SEAL)

BY Ronald E Reger
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7340 Contractor Cascade Construction Company

Highway FAS 681

Section Country Club Road-Harvey Way

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommended for Approval:

Division Engineer

Admin. Construction Engineer or ~~Bridge Engineer~~

Dep State Highway Engineer

Contract No. 7340

Project designation S0-563(2) State-Federal

Date awarded 4/13/71

Work started 4/19/71

Per cent completed 100% 6/1/72

No. of Workdays Allowed 160

No. of Workdays Used 314

No. of Added Workdays Requested 174

Supplement To Contractor's Request For Increase In Number Of Workdays

Date	Condition Or Cause Of Delay
4/26/71	Lake Oswego Water Company crew working on Rainbow.
4/27/71	Lake Oswego Water Company crew working on Rainbow.
4/28/71	Lake Oswego Water Company crew working on Rainbow.
4/29/71	Lake Oswego Water Company crew working on Rainbow. At this time, a local resident forced Contractors crew to cease work on channel change.
4/30/71 and 5/5/71	Lake Oswego Water Company crew working prevented excavation from station 106+00 to S. W. Galewood.
5/7 - 5/16	Power poles in work area prevented clearing. P. G. E. and Bell Telephone were both involved in the delay.
5/15-5/19	The rainy weather with no drying of grade during this period hindered contract work.
5/20-5/21	Work by Riverside Construction Company at S. W. Carmen Drive prevented work in progress by us.
5/24-6/2	Rainy weather with no drying of grade during this period hindered work.
6/3-6/16	Strike by Operating Engineers Local 701 closed the concrete plant supplying the project. Operating plants required a two week advance notice before supplying concrete.
6/18-6/29	Rainy and non-drying weather during this period caused subgrade conditions which prevented work on 6/18/71, 6/25/71, 6/26/71, 6/28/71, and 6/29/71.
7/4-7/15	Strike by Carpenters Local. Job was not picketed but no additional Carpenters could be ordered which caused a production delay of three days on Box Culvert and Flume.
7/16-7/27	Lake Oswego Water Company was called to begin work at Station 93+20 R. The operation called for putting a new pipe up the cut slope with an estimated completion time of two days. The work progressed very slowly and our drainage Contractor finally backfilled the trench to prevent further delay. Excavation Contractor was delayed four days.
7/28-8/2	Temporary detour was graded when we were directed to move the detour across the present roadway for safety reasons. Four day delay.
7/23-8/10	The original plans called for N. W. Natural Gas Company's new lines to be behind the curb. On 7/23/71 this was changed to a position 15 feet in front of the curb, resulting in a delay to the grading. From 7/29 to 8/4, the Gas Company had an open ditch from Station 105+00 R., to 115+00 R., preventing grading in this area. We anticipate further delay to the grading as it approaches further Gas Company work.
10/29-11/30	Due to the delays enumerated above, our grading work was hindered and the Fall rains caused a complete shutdown of the project, because we were in the critical stage of finishing the grade prior to planing asphaltic concrete. Request - 33 days delay.

1972	Condition Or Cause Of Delay
3/1-4/1	Spring rains continued to prevent finishing of the grade. We exerted every effort and immediately paved every possible completed area. During this time underground water bacame a noted hindrance and 600 lineal feet of perforated pipe was added to correct the situation under contract prices. Request - 20 days delay.
4/19-6/1	We completed mainline paving on 4/19/72, which should be the calendar day cutoff, as the project was substantially completed and in use by the public. Further completion of the sidewalk and seeding work was dependent upon the completion of Extra Work Order #5. Request 42 days.

In summary, we wish to state that the early delays caused by utilities and the two strikes created problems which caused the remaining work to be performed under adverse weather conditions during an unusually wet season, further delaying the work. Excessive overtime costs were incurred in operating long days and Saturdays to assure minimum in convenience to the public and earliest possible completion. We feel that full return of liquidated damages is therefore in order.

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RECEIVED
AUG 4 - 1972
FOR FILING

7540

August 3, 1972

The Travelers Indemnity Co.
700 Main Street
Hartford, Connecticut 06108

Gentlemen:

On July 20, 1972, we wrote to you concerning release of final payment on Contract No. 7540 awarded to Cascade Construction Company, Inc., for work on the Country Club Road-Harvey Way (Lake Oswego) Section of FAS 661 in Clackamas County.

Final payment on this contract is $14,044.32 and the total contract amount is $539,065.73 including $15,569.84 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Cascade Constr., Co., Inc.
P. O. Box 4267
Portland, Oregon 97208

C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Kerr
L. W. Rulien

5

RECEIVED
JUL 24 1972
FOR FILING

7540

July 20, 1972

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

Gentlemen:

Contract No. 7540 awarded to Cascade Construction Company, Inc., for work on the Country Club Road-Harvey Way (Lake Oswego) Section of FAS 681 in Clackamas County was completed on June 1, 1972, and accepted by the Highway Commission on July 19, 1972.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before July 25, 1972.

You have been previously notified of a claim filed against the contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dw

cc Cascade Construction Co., Inc.
P. O. Box 4267
Portland, Oregon 97208

bc C. T. Kenney
Walt Hart
V. E. Skoog
Attn: John Kerr
L. V. Bulion

RECEIVED
AUG [illegible] 1972

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7540

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 19, 1972

TO Oregon State Highway Commission

ORIGINAL SIGNED
TOM EDWARDS

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7540 Work Completed June 1, 1972

Project Country Club Road-Harvey Way (Lake Oswego)

Highway FAS 681 County Clackamas

Type of Work Grading and Paving

Contractor Cascade Construction Company, Inc.

Recommended acceptance date July 19, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on August 8, 1972 for your formal concurrence.

VG:kds

cc: Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

Surety letter
Written 7-20-72
dr.

NOTED
FLOYD QUERY

7540   5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Country Club Road - Harvey Way Section (Lake Oswego)	WEEK ENDING: July 1, 1972	SECTION PREFIX: 503-1015
HIGHWAY: FAS 681 Boones Fy.Rd.	COUNTY: Clackamas	
NAME OF JOB: Country Club Road-Harvey Way Section	KIND OF WORK: Grading and Paving	
CONTRACTOR: Cascade Construction Co., Inc.	CONTRACT NUMBER: 7540	FEDERAL AID PROJECT NUMBER: SU 563 (2)
DATE OF CONTRACT: April 13, 1971	DATE WORK STARTED: April 19, 1971	~~ESTIMATED~~ COMPLETION DATE: June 1, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: -	WORK DAYS USED: -
	SPECIFIED CALENDAR DAYS: 160	CALENDAR DAYS USED: 314
PROJECT AUTHORIZATION: $ 628,436.28	SPECIFIED COMPLETION DATE: -	PERCENT OF TIME ELAPSED: 196.3
EXCLUSIVE OF ENGINEERING: $ 578,604	ENGINEERING AUTHORIZATION: $ 49, 432	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 562,224	ENGINEERING COST TO DATE: $ 74,600	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 101.3
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2.9 %	PERCENT OF AUTHORIZATION: 150.7%	DATE PROJECT WAS COMPLETED: June 1, 1972

All supporting data for semi-final estimate was submitted to the Region office, on June 28, 1972.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.81	0.81			0.81
MILES PARTIALLY COMPLETED	0	0			0
MILES COMPLETED	0.81	0.81			0.81
TOTAL ESTIMATED QUANTITIES (CONTRACT)	55,500	15,000			24,500
TOTAL QUANTITIES CORRECTED TO DATE	52,138	17,310			24,759
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	52,138	17,310			24,759
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Overcast			
TUESDAY	Clear - Warm			
WEDNESDAY	" "			
THURSDAY	" "			
FRIDAY	" "			BEN GIFFORD
SATURDAY				

Routing
Keasey K
RECEIVED
Pease E
Bond
JUL 3 1972
Glenn
Walker
Litchfield
Johnson
CONSTRUCTION SECTION
Berg

RECEIVED
JUN 16 1972

FOR FILING

7540

June 15, 1972

TO Glen L. Green, Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. SU-563(2)

FROM George M. Baldwin
Administrator of Highways

by

L. H. Young
Programing Engineer

SUBJECT Notification; Corrected Contract Completion Date

Contract 7540 Work Completed June 1, 1972

Project Country Club Road-Harvey Way

Highway FAS 681 Boones Ferry Road

County Clackamas

VG:kds

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MAY 30 1972
FOR FILING

4665

FILED
MAY 12 1972
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

7540

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 11, 1972

Hize, Kriesien, Fowless, Cheney & Kelley
Attorneys at Law
636 Pacific Building
Portland, Oregon 97204

NOTED ON CARD
5-15-72 kl

Attention: Marshall C. Cheney, Jr.

Gentlemen:

This is in reply to your letter of May 9, 1972, informing us that Cascade Construction Company owes Pacific Utility Contractors, Inc., for labor in the amount of $601.27.

This appears to be in connection with the Cascade Construction Company, Inc., Contract No. 7540 for work on the Country Club Road-Harvey Way (Lake Oswego) Section of FAS 681 in Clackamas County.

The Travelers Indemnity Company furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
MAY 12 1972
OREGON
STATE HIGHWAY COMMISSION

cc Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Commission

Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

MIZE, KRIESIEN, FEWLESS, CHENEY & KELLEY
ATTORNEYS AT LAW
636 PACIFIC BUILDING
PORTLAND, OREGON 97204

RAY MIZE
R. E. KRIESIEN
EARL A. FEWLESS
MARSHALL C. CHENEY, JR.
SCOTT M. KELLEY
M. A. DOUGLASS

TELEPHONE
(503) 222-9184

May 9, 1972

Oregon State Highway Department
Highway Building
Salem, Oregon

Re: Construction Project Country Club Road - Harvey Way Section, S. W. Boones Ferry Road, Lake Grove, Oregon

#7540

Gentlemen:

Notice is hereby given that the undersigned Pacific Utility Contractors, Inc. has a claim in the sum of $601.27 against the bond taken from Cascade Construction Company and its surety for labor supplied on the above mentioned contract.

Very truly yours,

PACIFIC UTILITY CONTRACTORS, INC.

By Marshall C. Cheney, Jr.
Its Attorney

MCC:ps

cc: Cascade Construction Company
Pacific Utility Contractors, Inc.

RECEIVED
MAY 10 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTED
LLOYD QUERY

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DEC 1 1971

SU-563(2)
7540

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 30, 1971

SUBJECT: **Engineering Overrun**

To: Mr. L. W. Rulien
Region Engineer
P.O. Box 02157
Portland, OR 97202

NOTED
A. E. JOHNSON

The weekly construction report for the week ending November 27, 1971, for the Country Club Road-Harvey Way, Contract No. 7540, indicates that the project is 63% complete whereas the engineering is 120% expended.

Please take immediate steps to see that the engineering on this project is held to the absolute minimum.

F. D. Morgan
F. D. Morgan
Construction Engineer

EAP:fr

cc: A. E. Johnson

RECEIVED
NOV 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

3

BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON

6-1-71 FAS 680

In the Matter of permanently SEVERING CARMAN DRIVE, MR #31 (#21329) at Boones Ferry Road on June 22, 1971.

ORDER NO. 71-528

This Matter coming on at this time and it appearing to the Board of County Commissioners that the Oregon State Highway Department was requested to provide Clackamas County with a design to upgrade Boones Ferry Road to adequately handle the present and future traffic volumes, and

It further appearing to the Board that on February 26, 1970 at 7:30 p.m. in the Lake Oswego City Council Chambers, a Corridor and Design Hearing regarding the construction of the Harvey Way-Country Club, Boones Ferry Road section was held. The severing of CARMAN DRIVE was proposed on the design plans and was presented at this Hearing, being accepted by all parties concerned and finalized by written FAS agreement on January 18, 1971, now therefore

IT IS HEREBY ORDERED that CARMAN DRIVE, MR #31 (#21329) be permanently severed at Boones Ferry Road on June 22, 1971, with CARMAN DRIVE being constructed as a cul-de-sac, and

IT IS FURTHER ORDERED that the proper signs and barricades should be placed to notify the traveling public.

DATED this ______ day of June, 1971

BOARD OF COUNTY COMMISSIONERS

Chairman

Fred Stefani
Commissioner

Commissioner

RECEIVED
COUNTY & CITY SECTION
JUN 22 1971
☐ ENGR. ☑ COOR. ☑ UE ☐ AE ☑ UE
☑ DPE ☑ CE ☒ RE ☐ DPE ☐

PW/

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MAY 21 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6318

SU-563(2)
7540

NOTED
A. E. JOHNSON

Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

May 17, 1971

Attn: Mr. Stephen C. Danielson

Gentlemen:

Re: Country Club Rd.-Harvey Way
(Lake Oswego) FAS 681
FAP SU-563(2)
Contract No. 7540

We have received concurrence by the Federal Highway Administration of our approval of your proposed Laborer Training program on the subject contract.

Your cooperation in this matter is appreciated and will assure the success of this program.

Very truly yours,

F. D. Morgan
Construction Engineer

By D E Swan
D. E. Swan
E.E.O. Engineer

DES:fr

bc: R. E. Simpson
A. E. Johnson
L. W. Rulien
Willard Scofield

RECEIVED
MAY 17 [illegible]

RECEIVED
MAY 18 1971
FOR FILE

SU-563(2)

7540

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: May 10, 1971

In reply refer to: 08-35-DA/961

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Malach

SUBJECT: Oregon Project SU-563(2)
Country Club Road-Harvey Way
FHWA Order Interim 7-2(2)

Johnson
Morgan
orig to Morgan 5-14-71

Mr. Johnson's May 6 letter submitted for approval a training program for a laborer. The same training program was previously approved for Oregon Project I-80N-7(33)289 and others.

The laborer training program is approved.

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

RECEIVED
MAY 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 11 1971
FOR FILING

SU-563(2)
7340

May 6, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box .00
Salem, Oregon 97308

Dear Sir:

Re: Country Club Rd.-Harvey Way
(Lake Oswego), FAS 681
FAP SU-563(2)
Contract No. 7340

The subject contract was awarded on April 13, 1971, to Cascade Construction Company, Inc. of Portland, Oregon. The contract included the EEO Special Provisions for on-the-job training under FHWA Order Interim 7-2(2).

The contractor is to provide one trainee during the life of the contract. At the preconstruction conference April 9, 1971, the contractor advised that the trainee would be furnished in the Laborers craft. The Oregon State Highway Division accepted the contractor's proposal at that time.

The Laborer trainee is to be provided under a new program. Attached are four copies of a document detailing the training program. The attachment gives an outline of the Laborer trainee plan indicating the length of the training period, the pay scale, and a brief description of training. An outline of the training program at the Laborer trainee school was submitted for your approval on March 22, 1971, on Project I-80N-7(33)289. The Oregon State Highway Division accepted this training proposal at the preconstruction conference as meeting the required standards under FHWA Order Interim 7-2(2). We request your concurrence in the Laborers training program.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson ms
Assistant State Highway Engineer

DES:fr ms

Att.
cc R. L. Porter
Tom Edwards   F. D. Morgan

RECEIVED
MAY 4 - 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

SU-563(2)

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6318

7540

Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

April 30, 1971

Attn: Mr. Stephen C. Danielson

Gentlemen:

Re: Country Club Rd.-Harvey Way
(Lake Oswego)
FAS 681
FAP SU-563(2)
Contract No. 7540

NOTED
A. E. JOHNSON

This letter constitutes formal approval of your selection of a craft in which a trainee is to be provided on the subject contract. At the preconstruction conference in Portland on April 9, 1971, you indicated that the trainee would be furnished in the Laborer craft.

We will notify you when we receive final approval from the Federal Highway Administration of your proposed training program for the Laborers. This does not preclude your proceeding with work under the contract.

Very truly yours,

F. D. Morgan
Construction Engineer

By D. E. Swan
D. E. Swan
E.E.O. Engineer

DES:fr

bc: R. E. Simpson
A. E. Johnson
L. W. Rulien
Willard Scofield

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 26 1971
FOR FILING

SU-563(2)

7540

April 23, 1971

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7540 for grading and paving on the Country Club Road-Harvey Way Section in Lake Oswego of FAS 641 in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06106

bc F. D. Morgan
I. D. Merchant
W. J. Scofield
L. W. Rulien

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY DEPARTMENT INVOICE

NO. 105561

FORM A-190 (9-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
4-20-71	CC 1256		503-1015-297

Clackamas County
Board of Commissioners
Courthouse
Oregon City, Oregon 97015

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

RECEIVED
COUNTY & CITY SECTION
APR 20 1971
☑ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: John McIntyre, Director of Public Works			
Advance Deposit			125,700.00
Partial transfer of the advance deposit for the Harvey Way - Country Club Road Section of Boones Ferry Road, FAS 681.			75,700.00
To be retained			50,000.00
Covered by agreement dated 9-30-69			

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received [illegible] $____________
By____________

☑ ENGR. ☑ COOR. ☑ CE ☑ AE ☒ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

April 19, 1971

Board of Commissioners
Clackamas County Courthouse
Oregon City, Oregon 97045

Attn: Mr. John McIntyre
Director of Public Works

Re: Country Club Road-Harvey Way Section
Boones Ferry Road
FAS 681
Clackamas County

Gentlemen:

This is to acknowledge receipt of the County's advance deposit in the amount of $125,700 for subject project.

A copy of the construction plans and contract (No. 7540) are enclosed for your information and reference. If more copies are desired, please do not hesitate to request same.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt
Encl.

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS
902 ABERNETHY ROAD, OREGON CITY, ORE. 97045
JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

April 12, 1971

Mr. H. S. Cox
City-County Engineer
Oregon State Highway Department
City-County Division
Salem, Oregon 97310

Dear Mr. Cox:

Re: FAS 681 - Harvey Way to Country Club Road section of Boones Ferry Road

Enclosed please find Clackamas County's advance deposit of $125,700.00.

Your assistance to the realization of an improvement to this portion of the FAS system is appreciated.

Very truly yours,

John C. McIntyre
Director of Public Works

By Winston W. Kurth

Winston W. Kurth
Deputy Public Works Director

WWK/mak
Encl.

RECEIVED
COUNTY & CITY SECTION
APR 13 1971
☑ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ UE
☑ UPE ☑ OE ☒ RE ☒ RPE ☐

copies to:
ACCOUNTING SECTION, W/CHECK
Rcd by
date 4/13/71

L. H. YOUNG--Clear to award.

Contract awarded 4/13/71

✓

RECEIVED
COUNTY & CITY SECTION
MAR 30 1971
☑ ENGR. ☑ COOR. ☑ GE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

March 29, 1971

Board of Commissioners
Clackamas County Courthouse
Oregon City, Oregon 97045

Attn: Mr. John McIntyre
Director of Public Works

Gentlemen:

On March 25, 1971, a satisfactory bid was received from the Cascade Construction Company, Inc., Portland 97201, for the Country Club Road-Harvey Way Section, Boones Ferry Road, FAS 681. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$ 537,388.90
Flagging	5,000.00
Temporary Pavement Striping	500.00
Temporary Erosion Control	10,000.00
On-the-job trainee	800.00
Engineering and Contingencies (13½ %)	74,748.00
Estimated Total Cost	$ 628,436.90

County Advance Deposit:

20% of $ 628,436.90 = $ 125,687.38 or say $ 125,700.00

Please make this advance deposit in the amount of $ 125,700.00 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

RECEI
APR 16 1971

FOR [illegible]

SU-563 (2)
7540

April 15, 1971

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Gentlemen:

We are returning both copies of Contract No. 7540 for additional information.

Our records and the Corporation Commission's records show Morrison A. Conway, Jr., as President. As C. E. Idlewine has signed as President, please send us an excerpt from your Corporation's minutes which would identify Mr. Idlewine as President.

On Page 9 we note that Morrison A. Conway has signed as Assistant Secretary, and on Page 7 M. A. Conway has signed as a witness. Morrison A. Conway should sign on Page 7 beneath the signature of the President and if Morrison A. and M. A. Conway are the same person then someone else should sign as a witness on Page 7.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:kl
Enclosures

RECEIVED
APR 14 1971

54-563(2)
7540

bc F. D. Morgan
I. D. Merchant
W. J. Scofield
L. W. Rulien
William Geibel (SAIF)

April 13, 1971

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Gentlemen:

The State Highway Commission on March 30, 1971, accepted your proposal for work on the Country Club Road-Harvey Way Section in Lake Oswego on FAS 681 in Clackamas County for the sum of $537,388.90 and referred it to the State Highway Engineer with authority to award the contract as soon as Clackamas County approves the project and deposits $125,700.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7540.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin April 24, 1971.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training". The fourth paragraph of the Special Provision requires that you must receive approval of "....the number of trainees to be trained in each selected classification ...." before you can commence construction. This shall be accomplished at the pre-construction conference and no work can be started until this matter is resolved.

Very truly yours,

kl

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

RECEIVED
MAR 31 1971
FOR FILING

511-563(2)
7540

March 31, 1971

Cascade Construction Co., Inc.
P. O. Box 4267
Portland, Oregon 97208

Gentlemen:

The State Highway Commission on March 30, 1971, accepted your bid in the amount of $537,388.90 on the Country Club Road-Harvey Way (Lake Oswego) Section of FAS 681 in Clackamas County, which was the low bid received for that job on March 25, 1971.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as Clackamas County approves the project and deposits $125,700. When those conditions have been fulfilled, we will let you know.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc F. D. Morgan
I. D. Merchant
W. J. Scofield
L. W. Rulien
William Geibel (SAIF)

MEMO TO FILES

February 19, 1971

Re: Country Club Road-Harvey Way Section
Boones Ferry Road, FAS 681
Clackamas County

I contacted Mr. Winston Kurth this day and informed him that the most recent estimate of the subject project ~~is~~ $636,600. He was relieved that the estimate was not higher and requested that we proceed with the project.

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

cc: C. G. Swenson

RECEIVED
COUNTY & CITY SECTION
FEB 19 1971
☐ ENGR. ☑ COOR. ☑ GE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

☑ ENGR. ☑ COOR. ☒ GE ☒ RE ☑ UE
☑ BPR ☑ CE ☑ RE ☒ BPE ☐

February 5, 1971

Mr. John McIntyre
Director of Public Works
902 Abernethy Road
Oregon City, Oregon 97045

Attn: Mr. Winston Kurth
Dep. Director of Public Works

Re: Country Club Road-Harvey Way Section
Boones Ferry Road
FAS 681
Clackamas County

Dear Mr. McIntyre:

Three copies of an option for the necessary additional right-of-way for the temporary connection for Glenwood to FAS 681 are enclosed for your use.

Very truly yours,

H. S. Cox
County and City Engineer

By

HR

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

FORM E-90 (REV. 10-69)

JAN 25 1971
☑ ENGR. ☑ COOR. ☒ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
January 25, 19~~70~~ 71

To: MEMO TO THE FILES

SUBJECT: Country Club Road-Harvey Way Section
FAS 681
Clackamas County

In a recent telephone conversation with Mr. Marlin De Haas, Engineer for the city of Lake Oswego, it was decided to run the curb across Harvey Way during the construction of this project. Then, at a later date, when the city decides to open and improve Harvey Way, they can remove enough of the curb to make a proper connection to this route.

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer

HR:ljt

CC: Frank Hall
Frank Terpin
L. W. Rulien
Marlin De Haas, Lake Oswego Engineer
Winston Kurth, Clackamas County Asst.
Director of Public Works

SP*92478-734

FAS 681
Clack Co

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
January 15, 1971

SUBJECT:
Country Club Rd.-Harvey Way
Boones Ferry Road

To:

Mr. H. S. Cox
County & City Engineer
Salem

Hal - action

RECEIVED
COUNTY & CITY SECTION
JAN 19 1971
☑ ENGR. ☑ COUN. ☒ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Attached is a self-explanatory copy of a letter from Clackamas County together with a sketch map and a letter from Willard Scofield, all of which relate to some changes that the county is requesting on the subject project which is to be let in February.

Will you please review, and if in order attempt to show this changed connection on the construction plans. I don't think the matter of the guard rail is sufficiently important to warrant a change unless the change can be made with ease and quickly.

L. W. Rulien
Regional Engineer

LWR:fb
Encs.
cc Frank Hall
W. J. Scofield

Hand carried
to Al Hanson
1/20/71 HR

SP*52478-784

FORM 2-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 14, 1971

SUBJECT: Suggested Revisions
Country Club Rd.-Harvey Way Section
Clackamas County F.A.S. 681

To: Mr. L. W. Rulien
Regional Engineer
BUILDING

The attached letter and sketch from Mr. Winston Kurth of the Clackamas County Public Works Department concerns revision of the plans for Davis Lane and Galewood Road connections to Boones Ferry Road (FAS 681).

I concur with Mr. Kurth's proposal. It appears to me that in the interim before the Boones Ferry Road - I-5 Section is constructed a connection to Galewood would provide a much better grade and alignment movement than the Davis Lane connection route. Under this proposal when the Boones Ferry Road-I-5 Section is constructed the Galewood connection would be closed and the Davis Lane connection would be constructed.

Kurth's suggestion of making guard rail removal a bid item instead of an obligation of "others" is also worthy of consideration. Because of the possible conflict in timing the removal work, I prefer the removal work to be done by the contractor.

The City of Lake Oswego and the county has also requested provision of curb returns for a future development of Harvey Way. This street is presently unimproved but has fronting lots that have no other public road access.

The City has also expressed preference for PCC driveways and sidewalks.

If these suggested revisions are acceptable, it may be possible to change the pending project plans before the February 25th bid call.

Willard J. Scofield
Resident Engineer

WJS/bd

☐ DE ☐ ADE ☐ ADE ☐ OE
JAN 15 1971
☐ TE ☐ UE ☐ DES

SP*62475-734

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS
902 ABERNETHY ROAD, OREGON CITY, ORE. 97045
JOHN C. McINTYRE, Director
Phone 655-3311, Ext. 281

January 8, 1971

Mr. Willard Scofield
Resident Engineer
Oregon State Highway Department
9200 S. E. McLoughlin Boulevard
Portland, Oregon

Dear Mr. Scofield:

Re: FAS 681 - Country Club Road to
Harvey Way Section Boones Ferry Road

Enclosed please find a print on which I have colored in green a segment of the subject project that I request be deleted during the initial construction of this project.

I have, also, shown in yellow additions that I would like to this project. I am making this request on the basis of a considerable amount of traffic that will be wanting to get to Carman Drive as a result of the closure of Carman Drive by this project. It is my feeling that the traffic will be attempting to make a right-hand turn as soon as possible, once they get beyond closed Carman Drive. Due to the adverse grade and the two turns that would be required to be made by the motorists, I am requesting that as an interim measure we provide a connection of Galewood to the newly constructed Boones Ferry Road. At this connection a sign which would indicate Carman Road and I-5 would seem appropriate. In addition to this connection, if we would then improve Davis Lane to a point where it would connect with Galewood, this improvement would correspond to a portion of the plans. It is my feeling that this arrangement would be much more satisfactory to the motorist for the period of two years that will elapse before the Boones Ferry to Tigard Interchange section becomes a reality.

When this Boones Ferry to Tigard Interchange section is constructed, at that time a connection of Davis Lane and Galewood could be made to Boones Ferry, as proposed in this plan.

In making this request, it is my hope that all work done on Davis Lane and its relocation to connect to Galewood would be done in such a manner that it would be usable at a later date when the portion in green was constructed. I further would hope that the temporary connection of Galewood to the Boones Ferry Road in its existing location would be accomplished in such a manner that it would be relatively easy to re-curb and construct a walkway.

Mr. Willard Scofield
January 8, 1971

Page 2

Your consideration in assisting Clackamas County to resolve this problem will be appreciated.

In addition, it is noted that the plans call for the removal of the existing guardrail on this road by County forces. If this presents a problem in scheduling between the contractor and County forces, Clackamas County has no objections to require the contractor's removal of the guardrail and posts and then place them in an area where they might be picked up by the County at a later date.

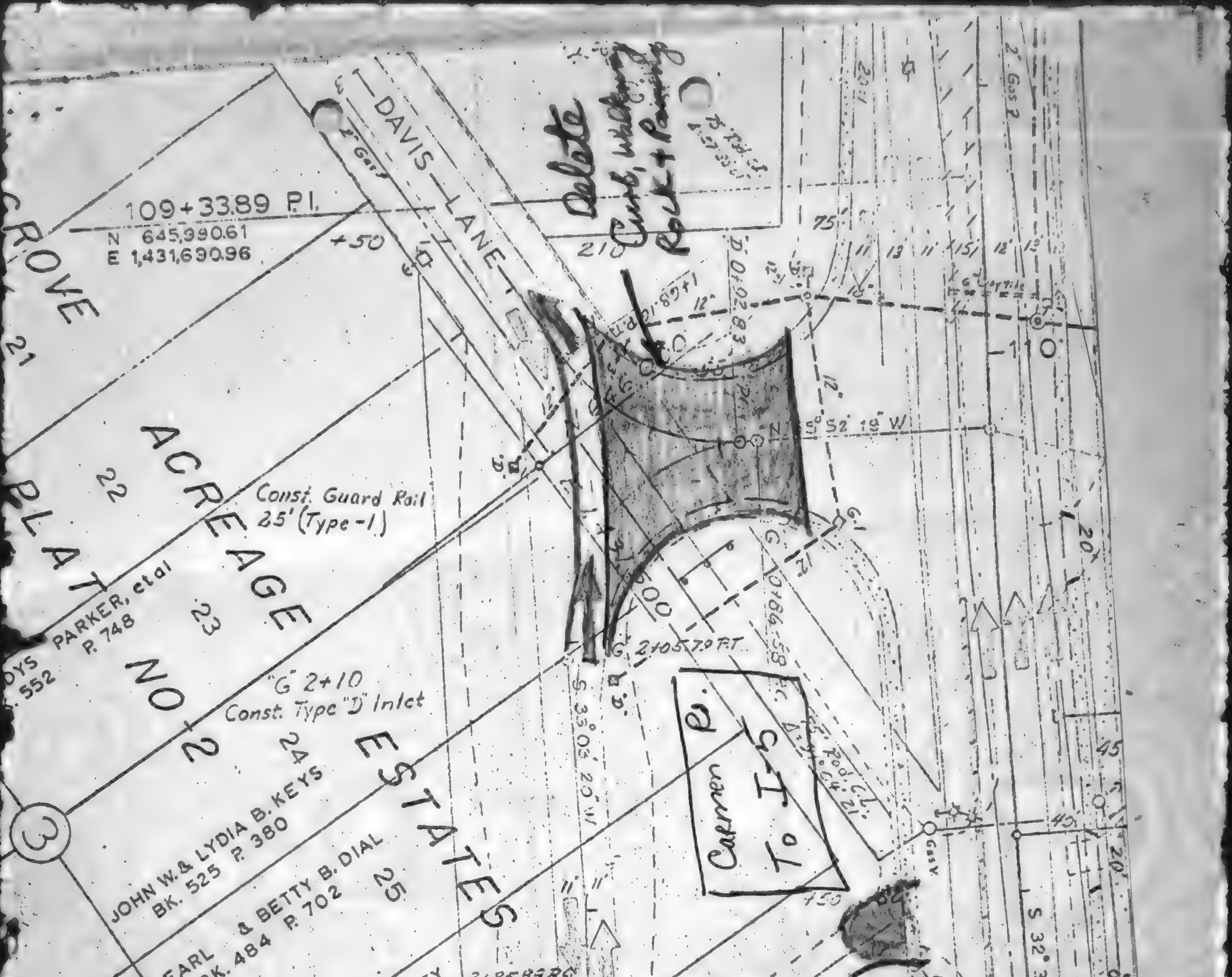
Very truly yours,

John C. McIntyre
Director of Public Works

By Winston W. Kurth

Winston W. Kurth
Deputy Director of Public Works

WWK/mak
Encl.


DAVIS LANE
109+33.89 P.I.
N 645,990.61
E 1,431,690.96
+50
GROVE
21
22
23
24
25
26
2
1
ACREAGE
PLAT NO 2
ESTATES
③
Const. Guard Rail
25' (Type-1)
PARKER, et al
P. 748
BK. 552
"G" 2+10
Const. Type "D" Inlet
JOHN W. & LYDIA B. KEYS
BK. 525 P. 380
EARL & BETTY B. DIAL
BK. 484 P. 702
A.D. & MARGARET G. DORITY
BK. 331 P. 695
3+25.85 P.C.
100' Rad. C.L.
Δ 58°52'03"
4+28.62 P.T.
(REES RD.) GALEWOOD
+00
LAKE GROVE
GARDEN
BK. 690
69
27
210'
Const. Guard Rail
50' (Type-1)
115+36.73 P.I.
N 645,482.58
E 1,431,365.85
30
20
S 33°03'20" W
G. 2+05.79 P.T.
N 5°52'19" W
S 32°37'00" W
110
20'
45
40
20:1
2' Gas 2
75
210
Const. Type "C" Curb
Tel. Terminal Bo.
Gas V.
G-1

Delete
Curb, Walkway, C.G.
Rock + Paving

To I-5
Carmen Pl.

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS
902 ABERNETHY ROAD, OREGON CITY, ORE. 97045
JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

January 13, 1971

RECEIVED
COUNTY & CITY SECTION
JAN 18 1971
☑ ENGR. ☑ COOR. ☐ .. ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. Harold Reynoldson
Rural Program Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Reynoldson:

Re: Country Club Road - Harvey Way section
Boones Ferry Road, FAS 681

Regarding the recent comments raised by the City of Lake Oswego relative to the subject project, Clackamas County wishes to make the following requests:

1. It is requested that the driveway approaches be provided to conform to Type "A", which consist of Portland Cement concrete. It is further requested that a maximum width of 24 feet be allowed as a driveway approach.
2. It is requested that the Design Section of the Oregon State Highway Department work with the City of Lake Oswego in an effort to install drainage facilities acknowledging the Master Storm Drainage Plan of the City of Lake Oswego.

These are the only changes that are requested by Clackamas County. As you are well aware there was a request made regarding the possibility of concrete sidewalks, but with the realization that $12,000.00 of local funds were required, this request is being withdrawn.

You are, also, aware of the comments regarding the Type "A" and Type "C" curb. After a review of this matter, it has been decided that the Type "C" curb will be adequate for this section of highway.

Very truly yours,

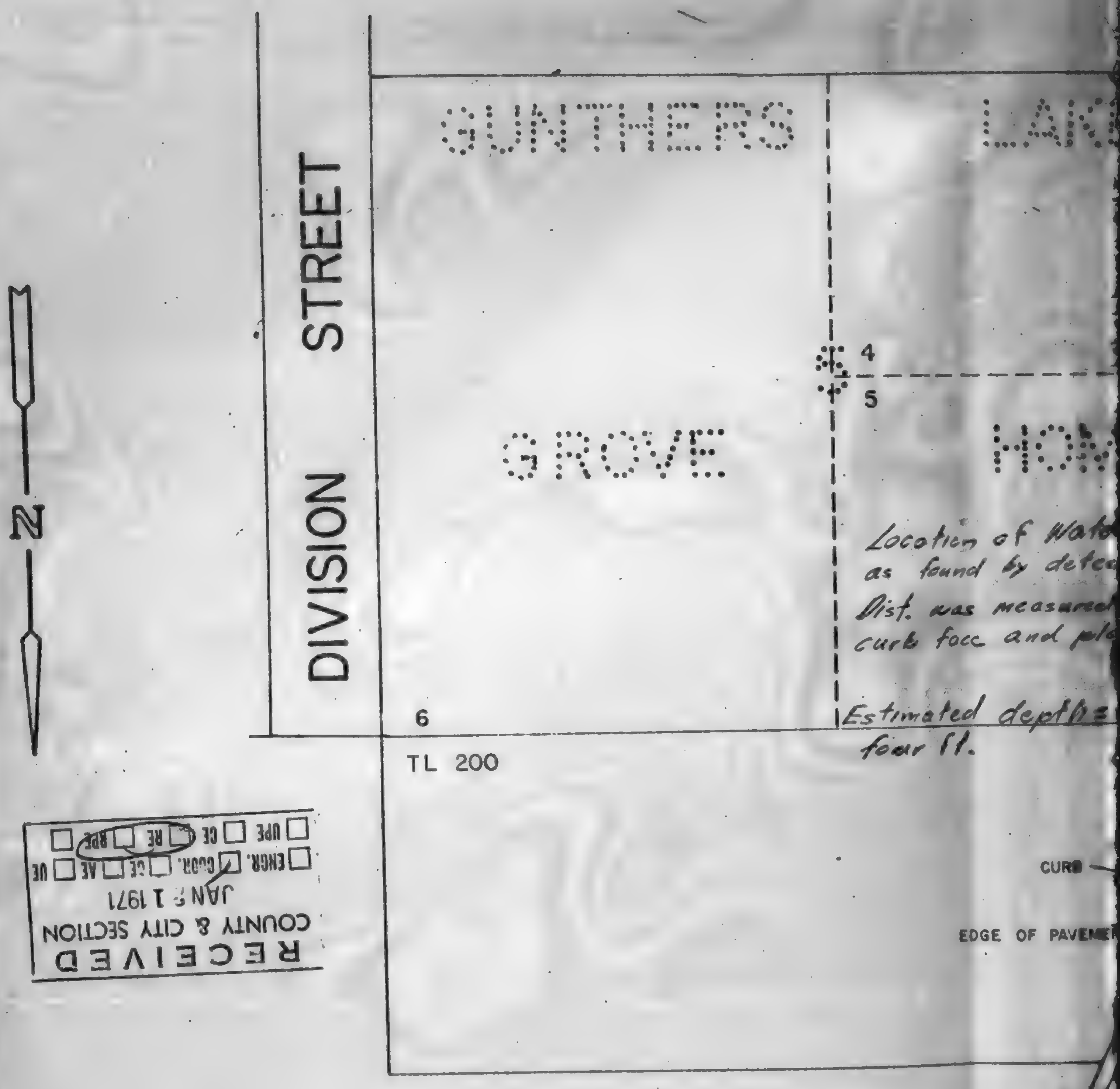
John C. McIntyre
Director of Public Works

By Winston W. Kurth

Winston W. Kurth
Deputy Director of Public Works

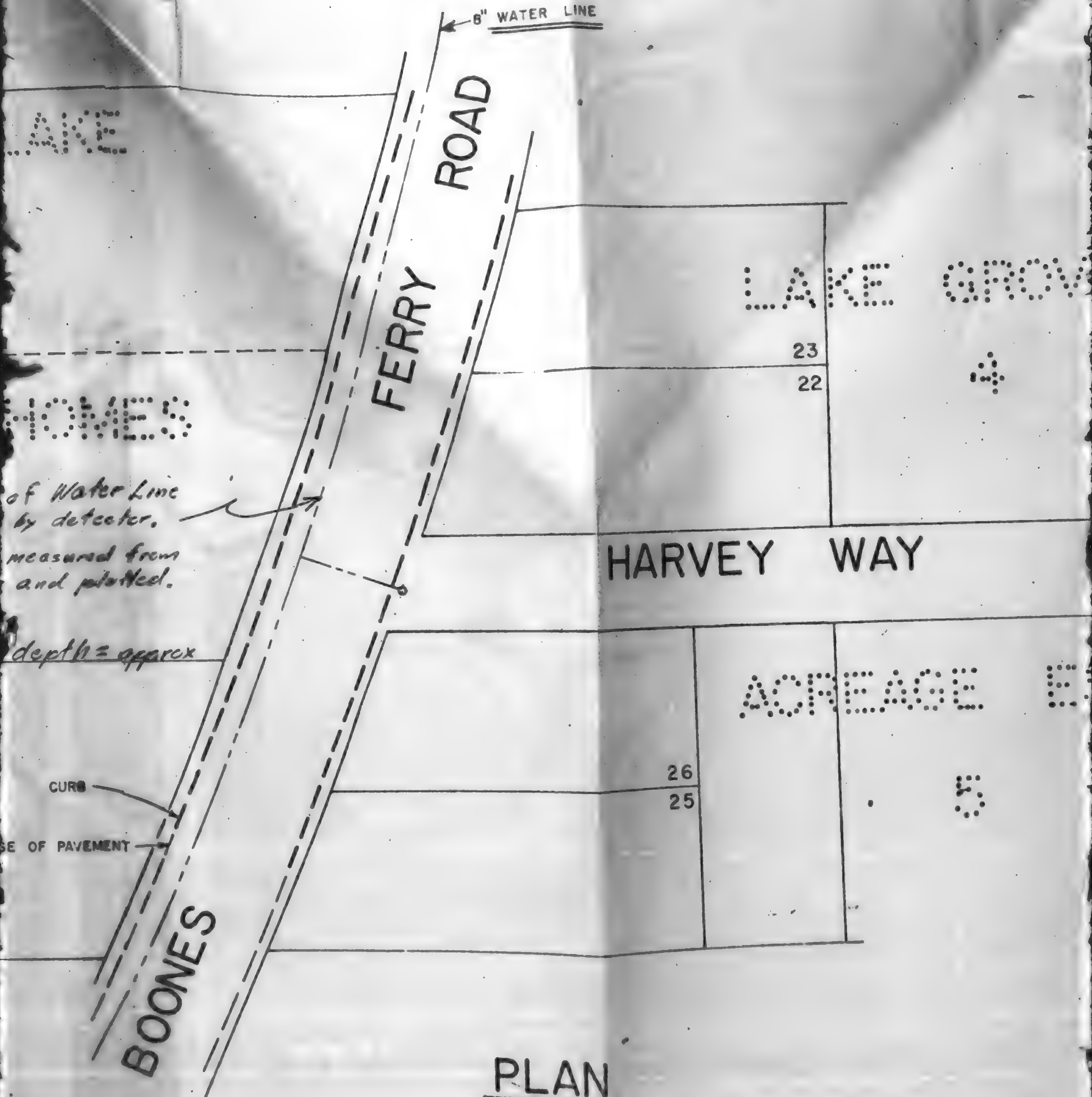
Copy to :- Frank Hall
Frank Terpin
C.G. Swenson
L.W. Rulien

WWK/mak
cc: Marlin DeHaas-L. O. City Engineer


GUNTHERS
LAK
GROVE
HOM
DIVISION STREET
N
4
5
6
TL 200
Location of Wat
as found by detec
Dist. was measured
curb face and pl
Estimated depth
four ft.
CURB
EDGE OF PAVEME

RECEIVED
COUNTY & CITY SECTION
JAN 21 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

Requested and received from
City of Lake Oswego
KR


6" WATER LINE
LAKE
BOONES FERRY ROAD
HOMES
LAKE GROV
23
22
4
HARVEY WAY
ACREAGE E
26
25
5
CURB
SE OF PAVEMENT

of Water Line
by detector.
measured from
and plotted.
depth = approx

PLAN

SCALE: 1" = 50'

☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
UPE ☐ CE ☑ DE ☑ DPE ☐

January 4, 1971

Mr. John McIntyre
Director of Public Works
902 Abernethy Road
Oregon City, Oregon 97045

Attn: Mr. Winston Kurth

Re: Country Club Road-Harvey Way Section
Boones Ferry Road
FAS 681
Clackamas County

Dear Mr. McIntyre:

In the last couple of days, the City of Lake Oswego has raised a number of questions concerning the design of this project. To have sufficient time to consider these questions and revise the plans and specifications, we will have to postpone the bid opening date for this project until February 25, 1971.

Our answers to the above referred questions are as follows:

1. Yes, we will change from Type C curb (as now on the plans) to Type A curb and gutter, as requested. This will increase our estimate of the project by approximately $10,000.

2. Yes, we are willing to change to concrete sidewalks instead of the AC footpaths, as the City requested, but the difference in cost (approximately $12,000) will have to be 100 per cent local funds, and will have to be part of the advance deposit for the project.

3. Also, as the City requested, the driveways are to be changed to concrete instead of AC, and be a minimum of 24 feet.

4. I called Mr. Marlin DeHaas (City Engineer) about his questions concerning the proposed drainage on this project and requested that he return the set of plans he now has with his question noted thereon. I also requested that he send us a copy of the CH2M drainage report for this area for our reference.

See letter to De Haas 6-22-71

Very truly yours,

H. S. Cox
County and City Engineer

By HR
Harold Reynoldson
Rural Program Engineer

HR:ljt
cc: Frank Hall
C. G. Swenson
Marlin DeHaas, Lake Oswego Engineer

RECEIVED
JAN 28 1971
FOR FILING

S11-563(2)
7540

MISC. CONTRACTS and
AGREEMENTS No. 4735

January 11, 1971

Board of County Commissioners
Clackamas County
Courthouse
Oregon City, Oregon 97045

Attention: George D. Poppen
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement with Clackamas County, City of Lake Oswego and the Oregon State Highway Commission concerning the Country Club Road-Harvey Way (Lake Oswego) Section of the Boones Ferry Road.

We have retained a fully executed copy of this agreement and one is being sent to Lake Oswego.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conf. agree. att.)

January 11, 1971

City of Lake Oswego
City Hall
Lake Oswego, Oregon 97034

Attention: Mrs. Helen D. Bush
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement with Clackamas County, City of Lake Oswego and the Oregon State Highway Commission concerning the Country Club Road-Harvey Way (Lake Oswego) Section of the Boones Ferry Road.

We have retained a fully executed copy of this agreement and one is being sent to Clackamas County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox

City of Lake Oswego

January 6, 1971

RECEIVED
COUNTY & CITY SECTION
JAN - 7 1971
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Gentlemen:

Reference is made to the Agreement whereby Clackamas County is entering into an FAS project with the State Highway Department for the reconstruction of Boones Ferry Road.

The City of Lake Oswego was requested by the County to adopt a resolution authorizing execution of subject agreement by City officers. Such resolution was passed by Council, meeting in regular session on 5 January, and a copy is enclosed herewith.

Three copies of the Agreement have been signed by the Mayor and Recorder and are transmitted with this letter. It is our understanding that after execution by State officials, a copy of the Agreement will be forwarded to us for our files.

Very truly yours,

Deane Seeger

Deane Seeger
City Manager

DS:hb
Encl. 3

cc: John C. McIntyre
Clackamas County

City Hall • 40 A. Avenue • Lake Oswego, Oregon 97034 • Telephone – 636-8495

☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ US
☐ DPE ☐ CE ☑ RE ☐ DPE ☐

December 14, 1970

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon 97045

Attn: Mr. John McIntyre
Director of Public Works

Gentlemen:

Enclosed are three copies of a triparty agreement in connection with the Country Club Road-Harvey Way Section, Boones Ferry Road, FAS 681.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to awarding of a contract. The low bid received plus 13½% for engineering and contingencies will be the basis for the county advance deposit.

If satisfactory, please sign, have the county clerk attest with seal, and forward three signed copies to Mr. Deane Seeger, then have the agreement approved and signed by the Mayor and Recorder, and return all three signed copies to this office, together with three copies of a city resolution authorizing the Mayor and Recorder to sign the agreement. (Suggested resolution form is enclosed for City's convenience.)

After certification by the Highway Commission Secretary, a fully executed copy of the agreement will be returned to the county and city for their respective records.

It is presently planned to accept bids on this project at the January 28, 1971 letting. The estimate for this project is $601,000. Please keep this estimate confidential.

Very truly yours,

H. S. Cox
County and City Engineer

By HR
Harold Reynoldson
Rural Program Engineer

HR:ljt
Encl.

cc: Mr. Deane Seeger
Lake Oswego City Manager

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS
902 ABERNETHY ROAD, OREGON CITY, ORE. 97045
JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

December 28, 1970

Mr. Harold Reynoldson
Planning Engineer
City-County Division
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Reynoldson:

Re: FAS 681 - Boones Ferry Road, Country Club Road, Harvey Way Section

Enclosed please find an executed Certification of Right-of-Way on subject project. You will note on the lower left hand corner those condemnation suits that are in progress on the needed right-of-way.

Very truly yours,

John C. McIntyre
Director of Public Works

By Winston W. Kurth
Winston W. Kurth
Deputy Director of Public Works

WWK/mak

Encl.

RECEIVED
COUNTY & CITY SECTION
DEC 30 1970
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ DPE ☑ CE ☑ RE ☑ DPE ☐

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Department

RECEIVED
COUNTY & CITY SECTION
DEC 30 1970
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☐ UPE ☑ CE ☒ RE ☐ UPE ☐

SUBJECT: Federal Aid Project No. ______

Highway No. FAS 681

Project Name Country Club Road-Harvey Way (Lake Oswego) Section

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☒ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oregon City, Oregon,

this 23rd day of December, 1970.

Clackamas County

______ Chairman

Thomas D Telford
Commissioner

Commissioner

Condemnation in progress on the following properties:

#44531-2 Hovey
#44531-1 Davis
#44531-9 Evans

The right of entry will be established by January 28, 1971.

Copy to:- John Oaks
C.G. Swenson
R.N Chase
L.W. Rulien (Reg #1)

(5/12/70)

12-15-70

TRANSACTION NUMBERS 12-46 AND 12-47

FORM PR-43
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT	OREGON
DATE	12-15-70
BY (Signature)	MR. YOUNG'S DECEMBER 9, 1970 LETTER
TITLE	PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 1045 THRU 1046

OTHER IDENTIFICATION AND/OR REMARKS (State)

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
1045	SU-45(7)	0.42	260,000	165,200	TRAIL AVE. TO WHEATLAND ROAD SECTION (SALEM)	GRADE, DRAIN, HIGH TYPE PAVEMENT ON 4-12'LANES WITH 16' MEDIAN.
1046	SU-563(2)	0.76	630,000	400,300	COUNTRY CLUB ROAD TO HARVEY WAY SECTION (LAKE OSWEGO)	GRADE, DRAIN, HIGH TYPE PAVEMENT ON 4 - 11'LANES WITH 16' MEDIAN, SPEED CHANGE LANES AND AC FOOTPATHS.

NOTED
TOM EDWARDS

NOTED
F. B. [illegible]

RECEIVED
DEC 17 1970
OFFICE OF
[illegible]

12-21-70

12-15-70

REMARKS (Division)

ON ITEM 1046 THE 11 FOOT LANE WIDTH HAS BEEN APPROVED AS AN EXCEPTION TO THE SECONDARY ROAD PLAN DESIGN CRITERIA.

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THESE PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		12-15-70	R. E. SIMPSON, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-9

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS
902 ABERNETHY ROAD, OREGON CITY, ORE. 97045
JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

December 14, 1970

Mr. Harold Reynoldson
Planning Engineer
City-County Division
Oregon STate Highway Department
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Reynoldson:

Re: FAS 681 - County Club Road
Harvey Way Section - Boones
Ferry Road

Enclosed please find an executed form regarding the interference with recreational, historical or public resources as a result of this impending construction.

Yours very truly,

John C. McIntyre
Director of Public Works

By Winston W. Kurth
Winston W. Kurth
Deputy Director of Public Works

WWK/mak

Encl.

RECEIVED
COUNTY & CITY SECTION
DEC 15 1970
☑ ENGR. ☑ COOR. ☑ [illegible] ☑ UE
☐ UPE ☑ CS [illegible] ☒ UPE ☐

December 1, 1970
(date)

RECEIVED
COUNTY & CITY SECTION
DEC 15 1970
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon 97045

Attention: Mr. Winston Kurth, Public Works Director

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway FAS 681

Section Country Club Road-Harvey Way (Lake Oswego): Grade & Pave

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

12/7/70
(date)

By Fred Stefani

By Thomas D. Telford
Commissioner

By
Commissioner

cc: L. H. Young
Attn: Duane Ridings

☑ ENGR. ☑ COOR. ☑ OE A AE ● UE
☑ UPE ☑ CE ● RE ☐ RPE ☐

SALEM, OREGON
December 9, 1970

Country Club Road-Harvey Way Section
FAS 681
Clackamas County

Mr. C. G. Swenson
Design Section

BUILDING

Clackamas County has been contacted and informed that the estimate of subject project was $625,000. Even though they were surprised at the estimated cost, they felt the project should be advertised for bids.

HR
Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

RECEIVED
DEC 15 1970

11-563 (2)
7540

December 9, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for two Secondary projects, Items 1045 and 1046 which we desire to have included in the Federal-Aid Secondary Highway Program.

These projects have been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal Aid Act.

We are enclosing copies of the State Clearinghouse and District Clearinghouse review for Item No. 1046. Copies of both Clearinghouse reviews for Item No. 1045 were submitted on Project No. SU-45(6).

It is our intention to receive bids for these projects on January 28, 1971. We would like to have these projects approved as soon as possible in order to obligate the funds.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:ia

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID P
(PPM 2

12-9-70

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* Co. Rd. Country Club Rd. to Harvey Way (Oswego) 21 65	**ADT**	PRESENT 9,000	FUTURE 25,000 (66) (70)	YEAR 90 (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr., Dr. High-Type Pavement 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME Cl	
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. S	FEDERAL-AID 681

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76
5					**PE**		Co. Rd. Country Club Road to Harvey Way (Lake Oswego)			
5					**ROW**		(Country Club Rd.-Harvey Way [Lake Oswego] Section)			
5					**CONST** (CODE) 6201			0.76	630,000	400,300

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.76	630,000	400,300
1	14	PROGRAM APPROVAL DATES			(19) (23)	(24) (33

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

DT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	9,000	25,000 (66) (70)	90 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (9)	1046 (14) (18)

DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
(70)	(71)	(72) (73)	(74) (75)	SU- 14 23	563 (2) 7	13	(24) (26) 27

COUNTY NAME Clackamas CODE (14) (16)

ROUTE NO. S FEDERAL-AID 681 (32) STATE Co. Rd. (36) (37) U.S. (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(66)	(67) (76)			Gr. Dr. 4 - 11' lanes H.T. Pave., 16' median, curbs with 2' shy distance, 0-11' speed change lanes and AC foot-paths.
				ROW - 110' min.; Access Control - none; Parking Restrictions - complete.
630,000	400,300	114,850	114,850 (Co.)	
630,000 (16) (23)	400,300 (24) (33)	114,850	114,850 (Co.)	

REMARKS

over

USCOMM DUSCOMM-DC 48905-P61

RECEIVED
DEC 15 1970

SU-563(2)
7540

December 9, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Secondary projects:

Item No.	Project No.	Name
1045	SU-45 (7)	Trail Ave.-Wheatland Rd. Section
1046	SU-563(2)	Country Club Rd.-Harvey Way (Lake Oswego) Section

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:ia

December 1, 1970
(date)

Mr. Deane Seeger
City Manager
City Hall
Lake Oswego, Oregon 97034

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway FAS 681

Section Country Club Road-Harvey Way (Lake Oswego): Grade & Pave

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
DEC 10 1970
☑ ENGR. ☑ COUN. ☑ UE ☑ RE ☐ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

12-8-70
(date)

By Doc E. McKean
Mayor

By
Commissioner

By
Commissioner

cc: L. H. Young
Attn: Duane Ridings

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: November 25, 1970

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klabo

SUBJECT: Oregon Project FAS 681
Country Club Road - Harvey Way Section
SW. Boones Ferry Road
Clackamas County

By letter dated November 24, Mr. Cox has requested approval of the designed typical section for the subject section of FAS 681 in Clackamas County. As mentioned in his letter this matter was reviewed and discussed between Mr. Prange and our Area Engineer on November 20.

In confirmation of verbal advice given by Mr. Christianson and in consideration of the effects on adjacent property the designed section is hereby approved as requested. The design is considered compatible with the intended use and operation of this section of roadway.

RECEIVED
COUNTY & CITY SECTION
DEC 1 - 1970
☑ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ UE
☑ UPE ☐ E ☒ RE ☑ RPE ☐

12-1-70
D TO
Cox

RECEIVED
NOV 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWAR

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

F

RECEIVED
NOV 24 1970

OREGON STATE
HIGHWAY DIVISION

SU-563(2)
7540

HIGHWAY BUILDING • SALEM, OREGON • 97310 November 24, 1970

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97308

Attention: Mr. C. T. Christianson
Area Engineer

Dear Mr. Simpson:

Attached is a preliminary copy of a set of plans for the Country Club Road-Harvey Way (Lake Oswego) Section of S.W. Boones Ferry Road, FAS 681, in Clackamas County. Please note that the typical section shows 64 feet between curbs with four 11-foot travel lanes, a 16-foot median, and two 2-foot shy distances from the curbs. This matter was discussed with you on Friday, November 20, 1970.

If you approved of the typical section as designed for this project, please indicate as much by letter to this office or return a copy of this letter with your approval noted thereon.

Very truly yours,

R. L. Porter
State Highway Engineer

By

H. S. Cox
County and City Engineer

RHP:ljt
Att.

cc: R. L. Porter
F. B. Klaboe
F. L. Hall
L. H. Young
R. H. Chase

NOTED
R. L. PORTER

RECEIVED
NOV 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

☑ ENGR. ☑ COOR. ☑ GE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

November 18, 1970

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon 97045

Attention: Mr. John McIntyre
Director of Public Works

Re: Country Club Road-Harvey Way (Lake Oswego) Sect.
FAS 681
Clackamas County

Gentlemen:

Two copies of the right of way certificate for subject project are enclosed.

Would you please complete these forms and return one copy to this office on or before December 21, 1970. This will give us time to complete the plans and advertise for the January 28, 1971 bid opening.

Very truly yours,

H. S. Cox
County and City Engineer

By HR
Harold Reynoldson
Rural Program Engineer

HR:ljt
Encl.

☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

SALEM, OREGON
November 16, 1970

Country Club Road-Harvey Way
(Lake Oswego) Section
S.W. Boones Ferry Road
FAS 681
Clackamas County

Mr. L. H. Young
Program and Planning Engineer
BUILDING

Attn: Mr. R. N. Chase

Wheatland Road-Trail Avenue Unit
Wheatland Road-Chemawa Road Section
N. River Road
FAS 159
Marion County

The information for programming the above named projects with the Federal Highway Administration is attached.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt
Att.

ADT 1970- 9,000 DHV 1970-1,080
1990-25,000 1990-2,75

MEMO TO R. N. CHASE DATE: November [illegible], 1970

FAS 681 , CLACKAMAS COUNTY, Country Club Road-Harvey Way(Lake Oswego) SECT.

TERMINI: Beginning at junction with FAS 680, within the city limits of Lake Oswego, and running southwesterly 0.76 mile to Harvey Way and the beginning of the project numbered SU 563(1).

M.P. 2.31
to
M.P. 3.13

PROPOSED WORK: Grade,drain, base, curb and pave.
PROJECT LENGTH: 0.76 mile

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	630,000	378,000	126,000	126,000	

EXISTING FACILITIES: An oil wearing mat 20' in width and 3' gravel shoulders.
ADJACENT SECTIONS:
NORTH END: Junction of FAS 680 and 681 and with Kerr County road intersection paved with AC. Junction constructed by project #S 325(3).
SOUTH END: Four 11' travel lanes, 2' median, 2' shy distance from each curb; all paved with AC, with a 5' AC path on each side. Constructed by project #SU 563(1).

PROJECT DATA: Grade, drain, base, curb and pave a roadway 64' in width, having 4-11-foot travel lanes, 16' median, and 2' shy distance from curb, along with speed change lanes varying in width from 0-11'. AC paving. 4.5' AC foot paths outside of curbs. 1' burm behind foot paths. No parking. Install conduit for traffic control signals at site of future junctions with FAS 943. This is a continuation of the Harvey Way-Madrona Street Section which was recently completed by project #SU 563(1). Approx. 20,000 yards of excess material is to be disposed of at a designated area which will be utilized to relocate and improve the junction of Kerr Road (county road) and Boones Ferry Road, FAS 680. Carman Drive is to be closed and a cul-de-sac is to be constructed. Signing and striping by County.
RIGHT OF WAY: 110' minimum
ACCESS CONTROL: None
RAILROAD CROSSING: None
MINIMUM DESIGN STANDARDS: The Federal Highway Administration has approved the 11' travel lanes by letter of 11/25/70
SYSTEM ACTION: Completed
PUBLIC HEARING: 2/26/70
UNUSUAL OR COMPLICATED SITUATIONS: The junction of FAS 680 and FAS 681 was constructed by project #S-325(3). City of Lake Oswego is to furnish the necessary right of way and drain tile for the disposal site for above 20,000 yards and county is to furnish equipment to spread and compact same.
ROUTE DATA: - SU-563(1)

Park and recreation area affected: No
Relocation assistance: No one moved.
Social, economic & environmental effects considered: Yes
Location and design approved: 8/21/70
Clearinghouse approved: 3/10/70
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.
CRAG: 4/29/70

FORM E-90 (4-70) SP*52903-734

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 5, 1970

SUBJECT: Harvey Way-Country Club Rd.
FAS 681
Clackamas Co.

To: MEMO TO THE FILES:

This project has approximately 48,000 cub. yds. of excavation of which approximately 20,000 cubic yards will be excess. Having been over this project for estimating cost of construction, my estimate would hinge on where would be the cheapest place to dispose of this excess material with less than a half mile of haul. The engineer told me at that time that the county wanted material for a proposed relocation of Kerr Rd. which was within 2,000 ft. of the north end of the project. This being the closest haul of any area, and also would serve the county in two ways, one would cheapen the excavation and they would also have material that they would otherwise have to purchase on the contract to relocate Kerr Rd., therefore I did not pursue any other disposal area.

C E Layton
C. E. Layton
Cost Estimator

CEL:fr

cc: H. S. Cox

Copy to:- F.H.W.A.

RECEIVED
COUNTY & CITY SECTION
NOV 6 - 1970
☑ ENGR. ☑ COOR. ☒ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ HPE ☐

10-19-70

MEMO TO FILES

RE: Country Club Road-Harvey Way Section
Lower Boones Ferry Road
FAS 681
Clackamas County

Clackamas County, on behalf of the City of Lake Oswego, has requested that the excess material from subject project be deposited ~~at~~ at a designated area so it can be utilized in the relocation of the connection of Kerr Road (a county road within the City of Lake Oswego) and S.W. Boones Ferry Road, FAS 681. Since the relocation of this connection has been included in a recent traffic safety study report for the City, we feel it is in the public's interest that this be designated as a mandatory waste area and therefore should be included as part of the subject project.

With this in mind, I contacted the Federal Highway Administration area engineer, Mr. Christianson, on the matter. Mr. Christianson was also of the opinion that this was in the interest of the public and that he would approve of the mandatory disposal area, but suggested that we establish the quantity of material to be involved; not just state all excess material.

The County and City will have the responsibility for placing a 36' culvert and compacting the material at the disposal site.

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

cc: C. G. Swenson
Frank Terpin
L.W. Rulien
C.T. Christianson (FHWA)

RECEIVED
COUNTY & CITY SECTION
OCT 19 1970
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS
902 ABERNETHY ROAD, OREGON CITY, ORE. 97045
JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

October [illegible], 1970

RECEIVED
COUNTY & CITY SECTION
OCT 7 - 1970
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Harold Reynoldson
Planning Engineer
County-City Division
Oregon State Highway Department
Oregon State Highway Building
Salem, Oregon 97310

RE: FAS 681 - Lower Boones Ferry Road
Country Club Road to Harvey Way Section

Dear Mr. Reynoldson:

Clackamas County has recently received a request from the City of Lake Oswego to designate as a waste area for waste excavation material, an existing right of way location that would provide a better connection of Kerr Road to the Lower Boones Ferry Road. This intersection falls outside the limits of the subject project.

The request of the City of Lake Oswego is being made on the basis that the designated waste area would be cleared by the City and the City would be responsible for the placing of a 36" culvert pipe, properly bedded. In addition to these items, Clackamas County is willing to accept the responsibility for the proper placement and compaction of the fill within this area after it has been wasted by the contractor.

The availability of Clackamas County equipment to properly compact this material and place it is predicated on the fact that the waste would be deposited within the right of way in somewhat of a volume basis by the contractor.

In consideration of the City's request and with the knowledge of the County's thinking, Clackamas County is requesting that an alternate be included in the bid of the FAS 681 - Lower Boones Ferry Road project, Harvey Way-Country Club Road Section. This alternate would be to waste all excavated material in the designated area as so specified by Clackamas County.

Frank [illegible]
To: Frank Turpin
CG Swanson

Bob Prange & I
Contacted winston
Kirth 10/14/70. Told him
we did not like alternate bids
Frank Kacee & Swanson both
wanted county to buy excess material
not right at the disposal sight. (Winston
Contacted city at this time said
they have no money and wanted material for free
Winston requested we find out all particulars
as to cost, FHWA attitude at FAS funds
etc. and let him know. Then
let the county and city
work out their problem
between themselves
T.P.

I am enclosing two prints of maps on which I have indicated the designated waste area. One map consists of a section map of a portion of the City of Lake Oswego and shows the approximate location of this waste area. The second map is a copy of a topographic map of the particular area in question. I have superimposed over this topography the approximate center line of the existing right-of-way, as well as I have attempted to cross-hatch the area that the material would be wasted in.

Your inclusion of this alternate in your "Call for Bids" on this project will be appreciated.

I would further request that you confirm to me the fact that this alternate is acceptable to the Oregon State Highway Department. The County does not intend to bind itself to any alternate bid. However, the County does wish to evaluate any cost differentials that would occur regarding the wasting of this material in this predetermined site verses the wasting of the material at the contractors discretion.

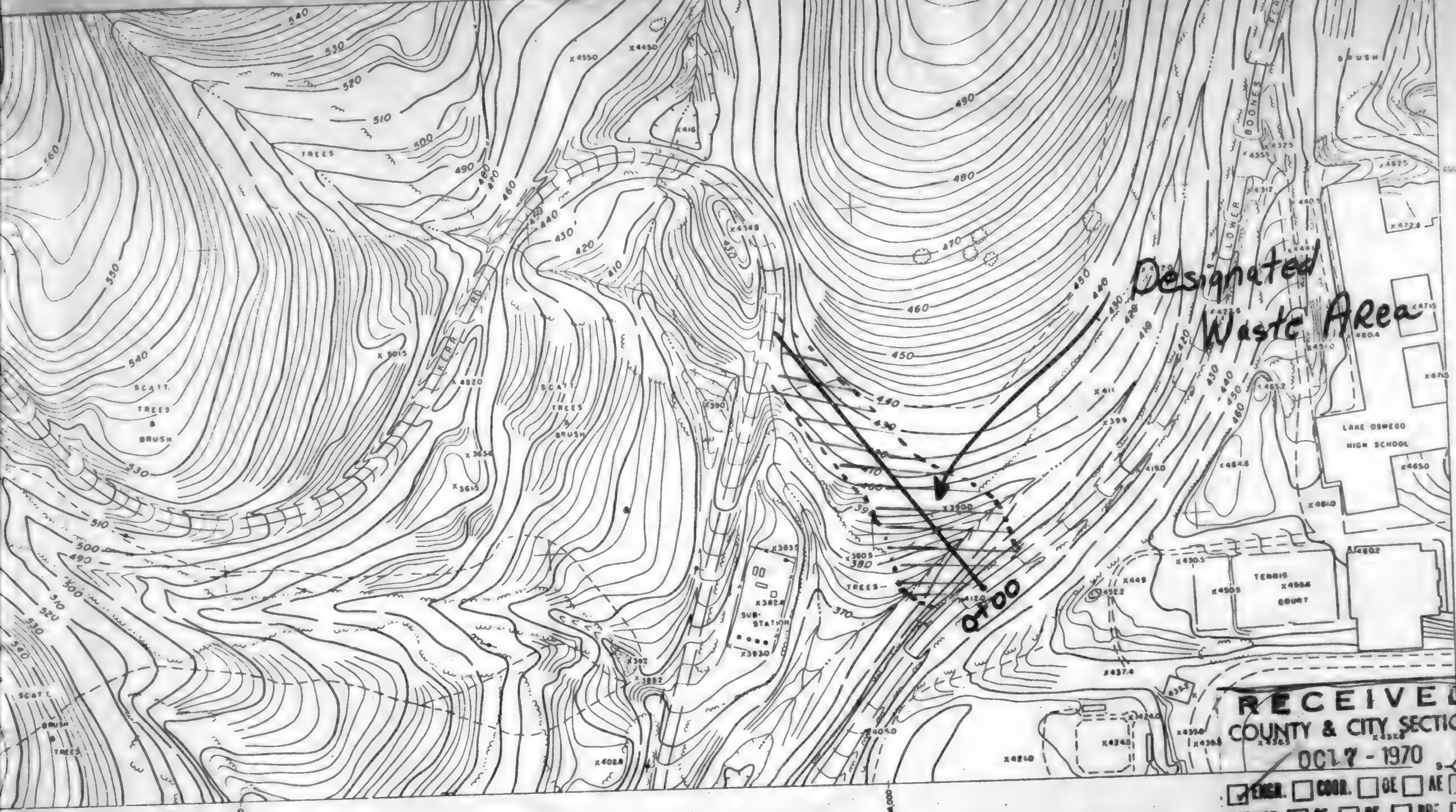
Very truly yours,

John C. McIntyre
Director of Public Works

By Winston W. Kurth

Winston W. Kurth
Deputy Director of Public Works

WWK/rn


Designated Waste Area
0+00
KERR RD
LOWER BOONES FERRY
LAKE OSWEGO HIGH SCHOOL
TENNIS COURT
SUB-STATION
SCATT. TREES & BRUSH
TREES
BRUSH
560
550
540
530
520
510
500
490
480
470
460
450
440
430
420
410
390
380
370

RECEIVED
COUNTY & CITY SECTION
OCT 7 - 1970
☑ ENGR. ☐ COOR. ☐ GE ☐ AE ☐
☐ VPE ☐ CE ☑ RE ☐ RPE ☐

MATCH SHEET NO 4426

GRID NORTH
TRUE NORTH
θ = -1°34'

MAPPED FROM AERIAL PHOTOGRAPHS DATED DEC-22,1966
BY
DAVID C. SMITH
PHOTOGRAMMETRIST
901 DEKUM BLDG. PORTLAND, OREGON
FIELD CONTROL - CHARLES E. REYNOLDS

TO ELEVATIONS ON THIS MAP:
SUBTRACT L997' TO EQUAL CITY OF LAKE OSWEGO DATUM
ADD L375' TO EQUAL CITY OF PORTLAND DATUM

SCALE 1"=200'
CONTOUR INTERVAL 2'
USC&GS DATUM 1947 ADJUSTMENT
GRID BASED ON LAMBERT PROJECTION
OREGON NORTH ZONE

CITY OF LAKE OSWEGO
AND VICINITY
CLACKAMAS COUNTY, OREGON
NE 1/4, SECTION 5, T2S, R1E, W.M.

SHEET NO
432
FILE NO

FORM 2-30 (REV. 10-68)

fas 680
Clack Co

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 16, 1970

To: H. S. Cox
County-City Engineer
BUILDING

SUBJECT: File 44531
Clackamas County Acquisitions
Country Club Road-Harvey Way
Section
S. W. Boones Ferry Road Highway

This is to confirm that on September 15, 1970 we handed Mr. H. Reynoldson one revised option form in quadruplet covering right of way to be acquired in connection with the Country Club Road-Harvey Way Section of the S. W. Boones Ferry Road Highway in Clackamas County.

Hand carried to County 9/15/70 HR

This description has been revised to include additional right of way needed for drainage facility.

We also handed him a copy of a Revision Request and four prints of a section of 9B-7-10 covering this area and bearing our date of September 14, 1970.

File No.	Name	Area
44531-6	Rainbow Terrace, Inc.	1.79 Acres

EARL F. SALING
Right of Way Office Manager

AC/jg

cc: L. W. Rulien - 1 Print

cc: Ken Rolfe - 1 Print

RECEIVED
COUNTY & CITY SECTION
SEP 17 1970
☐ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ JE
☑ UPE ☐ CE ☒ RE ☑ RPE ☐

SP*53478-724

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 21, 1970

LAKE OSWEGO REVIEW

Lake Oswego, Oregon 97034

Attention: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in or near the City of Lake Oswego, Clackamas County, Oregon relative to the proposed improvement of the Country Club Road-Harvey Way Section of S.W. Boones Ferry Road.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, August 27, 1970, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication for the date of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-4526, Salem; or you may call Mr. L. W. Rulien, Regional Engineer, 654-7441, extension 262, Milwaukie.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RHP:ljt
Att: Notice

cc: Federal Highway Administration
Program and Planning, 2
Accounting Section
County and City Section
Public Information
L. W. Rulien, Regional Engineer

R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
L. H. Young
D. J. Barbee
R. N. Chase

RECEIVED
COUNTY & CITY SECTION
AUG 21 1970
☑ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division, at the request of the Clackamas County Board of Commissioners, has approved the location and design of the Country Club Road-Harvey Way Section of S.W. Boones Ferry Road.

The proposal consists of grading, draining, curbing and paving a four-lane facility 50 feet wide on S.W. Boones Ferry Road between Country Club Road and Harvey Way in the City of Lake Oswego.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * *

RHP:ljt
8/21/70

LAKE OSWEGO REVIEW, Lake Oswego

LOCATION - DESIGN APPROVAL

8-21-70

COUNTY: CLACKAMAS

SECTION: Country Club Road-Harvey Way

FAS NO.: 680

ROAD NAME: S.W. Boones Ferry Road

PROJECT DESCRIPTION: Grade, drain, curb and pave a four-lane facility 50 feet wide between curbs on S.W. Boones Ferry Road between Country Club Road and Harvey Way in the City of Lake Oswego, Clackamas County, Oregon.

ESTIMATED COST: $500,000

HIGHWAY COMMISSION APPROVAL: September 30, 1969

HEARING: February 26, 1970 by County

STATE CLEARINGHOUSE REVIEW: March 10, 1970

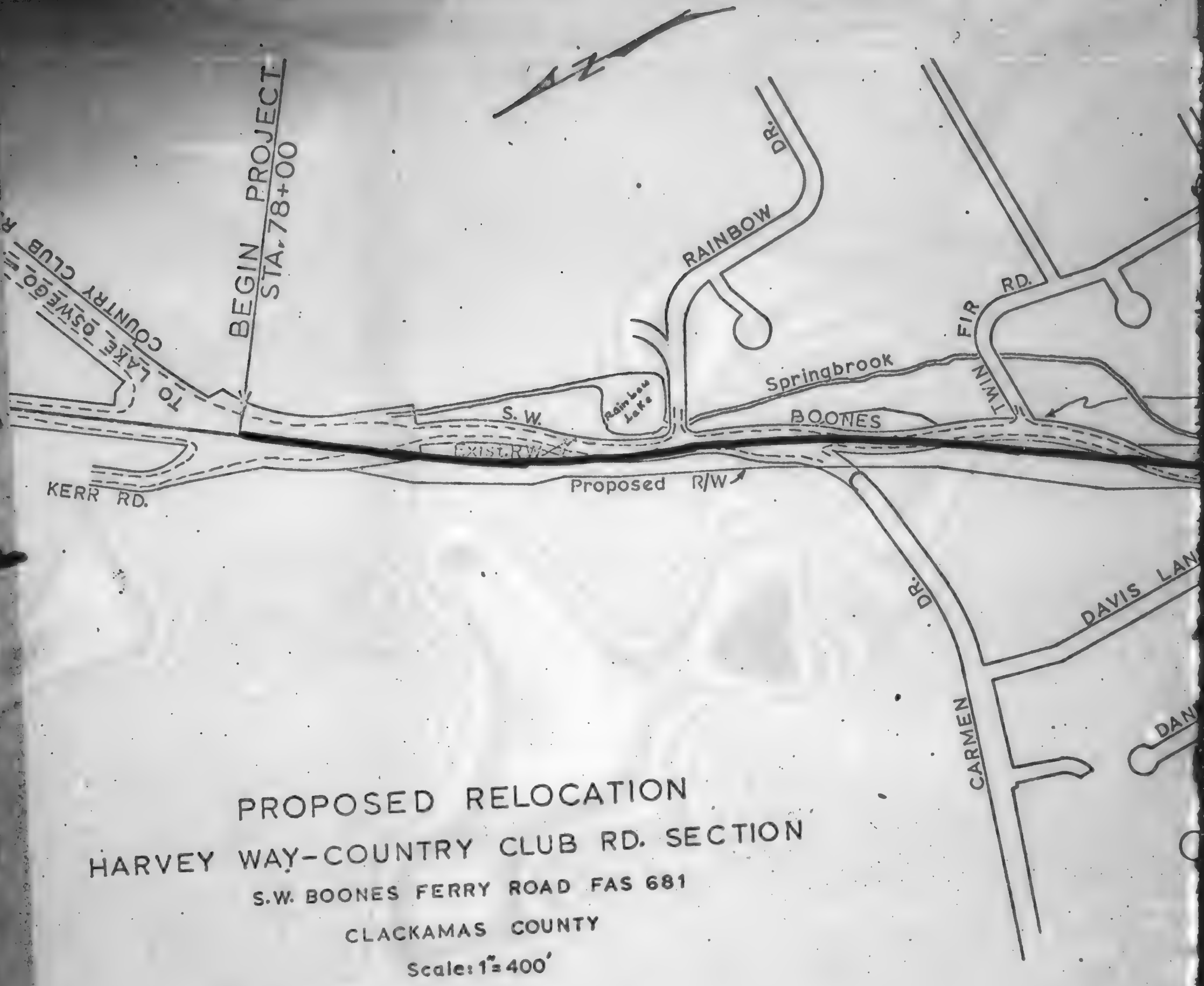
SECTION 204 REVIEW: April 29, 1970 by CRAG

REMARKS:

APPROVED: 8/21/ 1970

Assistant State Highway Engineer

RECEIVED
COUNTY & CITY SECTION
AUG 24 1970
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐


COUNTRY CLUB R
TO LAKE OSWEGO
BEGIN PROJECT
STA. 78+00
RAINBOW DR.
Rainbow Lake
S.W.
BOONES
Springbrook
TWIN FIR RD.
Exist. R/W
Proposed R/W
KERR RD.
CARMEN DR.
DAVIS LAN
DAN

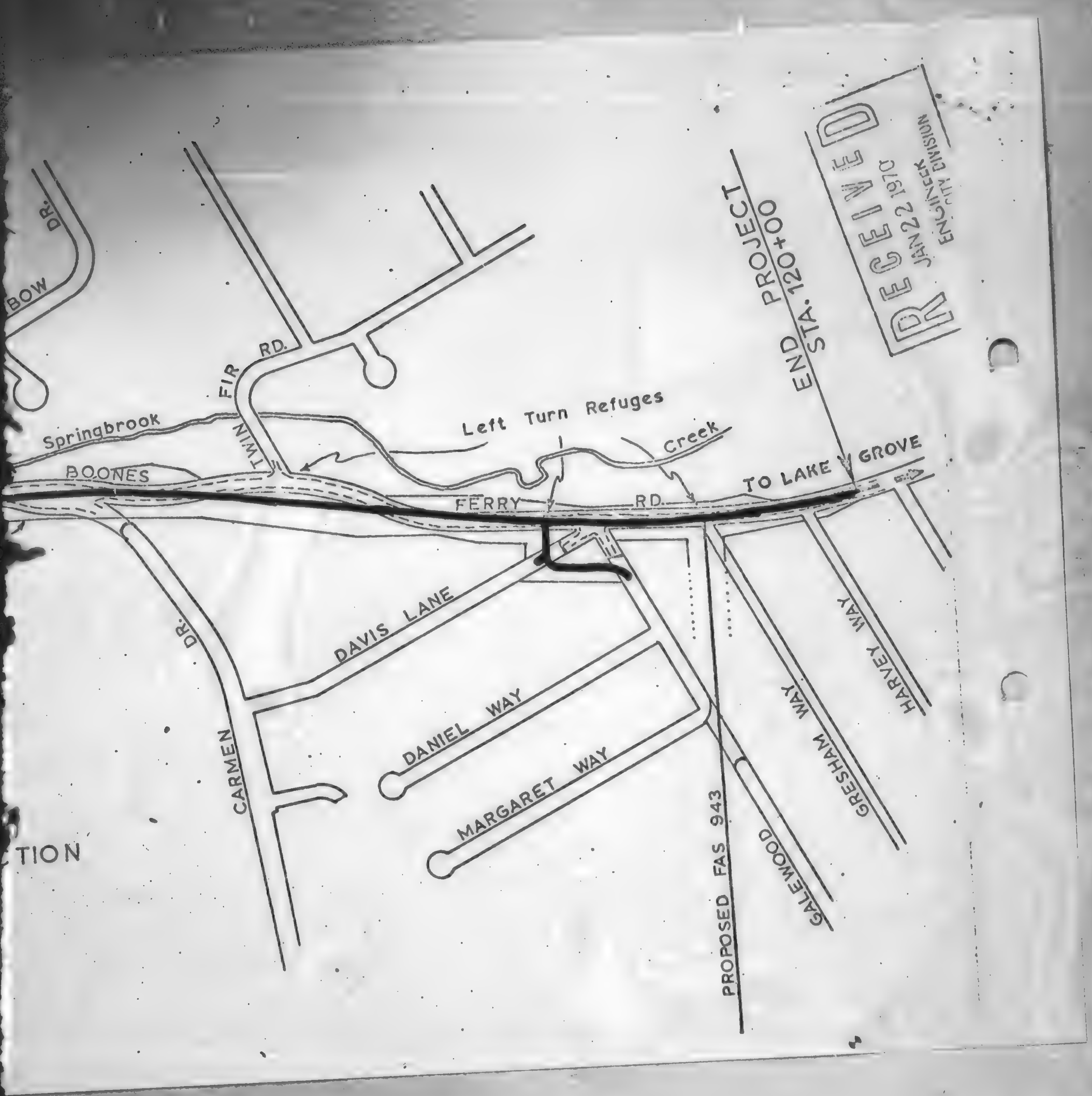
PROPOSED RELOCATION

HARVEY WAY-COUNTRY CLUB RD. SECTION

S.W. BOONES FERRY ROAD FAS 681

CLACKAMAS COUNTY

Scale: 1" = 400'


BOW DR.
FIR RD.
TWIN
Springbrook
Left Turn Refuges
Creek
BOONES
FERRY
RD.
TO LAKE GROVE
END PROJECT
STA. 120+00
DAVIS LANE
CARMEN DR.
DANIEL WAY
MARGARET WAY
PROPOSED FAS 943
GALEWOOD
GRESHAM WAY
HARVEY WAY
TION

RECEIVED
JAN 22 1970
ENGINEER
CITY DIVISION

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS
902 ABERNETHY ROAD, OREGON CITY, ORE. 97045
JOHN C. McINTYRE, Director
Phone 655-3311, Ext. 281

August 19, 1970

City-County Division
Oregon State Highway Department
Salem, Oregon 97310

ATTENTION: Harold Reynoldson

Gentlemen:

Re: Boones Ferry Road-Harvey Way to
Country Club Road section, FAS 681

Regarding the limits of subject project and the handling of traffic when Carman Drive is severed, in the construction of the Boones Ferry route, please be advised that it is Clackamas County's desire to provide a temporary connection at the intersection of Galewood Avenue with Boones Ferry Road. This connection would allow traffic moving southerly and towards I-5 to turn off at Boones Ferry Road onto Galewood and get back onto Carman Drive and ultimately to the I-5 freeway. Therefore, it is Clackamas County's request that your Department see that the project limits for the Boones Ferry FAS 681 project is Country Club Road to Harvey Way, with a temporary connection not signalized at Galewood Avenue.

It is my understanding that future signalization of the Tigard Interchange to Boones Ferry Road, commonly referred to as the Bonita Route and Boones Ferry, will not require any excavations or conduit lines to be placed underneath the constructed Boones Ferry Road. If I am incorrect in this understanding, then certainly Clackamas County would want any underground conduits or installations which would be required for the future signalization of this interchange to be included within the Boones Ferry project.

I would appreciate your checking this matter out with the design people.

Copy to:- Frank Torpin
LE George

Very truly yours,

John C. McIntyre
Director of Public Works

By Winston W. Kurth

Winston W. Kurth
Deputy Director of Public Works

WWK/mak

RECEIVED
COUNTY & CITY SECTION
AUG 21 1970
☑ ENGR. ☑ COOR. ☑ UE ☒ AE ☐ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

FAS —
Clackamas

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

FAS 681

Salem, Oregon
August 10, 1970

SUBJECT: OPTIONS
Country Club Road-Harvey Way
Section
S. W. Boones Ferry Road
Clackamas County

To: Mr. H. S. Cox
County-City Engineer
BUILDING

This is to confirm that on August 7 we handed Mr. H. Reynoldson 26 original option forms in quadruplet covering right of way to be acquired in connection with Country Club Road - Harvey Way Section of the S. W. Boones Ferry Road in Clackamas County. This contract is scheduled for letting on October 29, 1970.

We also handed him an Authorization List, a copy of Mr. Hall's letter of August 3, 1970, and four prints of map 9B-7-10 covering this area and bearing our date of August 7, 1970.

File No.	Name	Area	
44531-1	Harold Evans Davis	0.01	acre
44531-2	Arzelia Hovey	0.22	"
44531-3	Mountain Park Corp. et al	1.44	acres
44531-4	Mountain Park Corp.	0.16	acre
44531-5	Keith E. & Madalynne Brown	0.07	"
44531-6	Rainbow Terrace, Inc.	1.75	acres
44531-7	Robert C. Wolford et al	0.01	acre
44531-8	Jack A. & Elizabeth Scherdt	0.32	"
44531-9	Agness (Rudeen) Evans	0.14	"
44531-10	John W. & Wilda M. Jaeger	1.65	acres
44531-11	Leila L. Bushman	0.01	acre
44531-12	Lillian B. Scott	0.2	"
44531-13	Margaret G. Dority	0.21	"
44531-14	Gladys Parker et al	0.05	"
44531-15	John W. & Lydia B. Keys	0.1	"
44531-16	Earl C. & Betty Dial	0.15	"
44531-17	J. Malcolm & Geraldine McMinn	0.01	"
44531-18	J. F. Corporation	0.03	"
44531-19	Ben & Edith Vose	0.04	"
44531-20	Lake Grove Garden Center, Inc.	0.2	"
44531-21	Marlen W. Personette (Lake Grove Garden Center,Inc.,C.P.)	0.19	"
44531-22	Lloyd A. & Reba F. WILCOX	0.06	"

T. Co.
8/7/70
Letter followed
descriptions

RECEIVED
COUNTY & CITY SECTION
AUG 11 1970
☑ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

Mr. H. S. Cox
OPTIONS
Page 2

44531-23	C. E. & Lola M. Bliss	0.07 acre
44531-24	John A. & Louise Moser	0.03 "
44531-25	Samuel C. & Marie Spitzer	0.01 "
44531-26	Ralph T. Ivans	75 sq. ft.

Earl F Saling

EARL F. SALING
Right of Way Office Manager

AC:bjb

cc: L. W. Rulien
    K. L. Rolfe

Clackamas Co

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 10, 1970

LAKE OSWEGO REVIEW

LAKE OSWEGO, OREGON 97034

Attention: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in or near the City of Lake Oswego, Clackamas County, Oregon, relative to the proposed improvement of the Country Club Road-Harvey Way Section of S.W. Boones Ferry Road.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, August 13, 1970 or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication for the date of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-4526, Salem; or you may call Mr. L. W. Rulien Regional Engineer, 654-7441, extension 262, Milwaukie.

RECEIVED
COUNTY & CITY SECTION
AUG 10 1970
☑ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RHP:lat
Att: Notice

cc: BPR
Program & Planning, 2
Accounting Section
County & City Section
Public Information
L. W. Rulien, Regional Engineer

R. L. Porter
F. B. Klaboe
V. D. Wolfe
L. H. Young
D. J. Barbee
R. N. Chase

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Clackamas County Board of Commissioners, after study of the testimony received at the February 26, 1970, public corridor-design hearing and engineering and socio-economic aspects, has requested the Oregon State Highway Division's approval of the Country Club Road-Harvey Way Section of S.W. Boones Ferry Road.

The proposal consists of grading, draining, curbing and paving a four-lane facility 50 feet wide on S.W. Boones Ferry Road between Country Club Road and Harvey Way in the City of Lake Oswego.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * *

RHP:lat
8/10/70

LAKE OSWEGO REVIEW, Lake Oswego

FAS

August 7, 1970

Mr. John McIntyre
Director of Public Works
902 Abernethy Road
Oregon City, Oregon 97045

Attention: Mr. Winston Kurth

Country Club Road-Harvey Way Section
S. W. Boones Ferry Road
FAS 681
Clackamas County

Dear Sir:

Three copies of each of 26 options for subject project are enclosed.

Also for your use and reference, under separate cover, we are sending three prints of the right of way map (9B-[illegible]-10).

When you have the deeds for these properties recorded, would you please send us a copy of each with the recording data noted thereon.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:lat

Encl.

RECEIVED
COUNTY & CITY SECTION
AUG - 7 1970
☑ ENGR. ☑ COOR. ☑ DE ☒ AE ☑ UE
☑ UPE ☑ CE ● RE ☒ RPE ☐

FAS

NOTED
H. S. COX

Salem, Oregon
July 8, 1970

Mr. D. J. Barbee
Design Engineer

BUILDING

Harvey Way-Country Club Road Section
Boones Ferry Road
FAS 681
Clackamas County
(Revised)

Attention: Mr. P. L. Carstensen

The survey material for this project was returned to the field and revised at the request of the County. This data has been examined and has been found to be consistent with the County's wishes.

Harold Reynoldson
Urban Program Engineer
County and City Department

HR:lat

NOTED
HAROLD REYNOLDSON

NOTED
MINOR C. HOLMES

NOTED
RICHARD BLADORN

NOTED
P. B. [illegible]

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

[illegible]

NOTED
DON HARWELL

7AS

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 1

P. O. BOX 02157 • PORTLAND, OREGON • 97202 • Phone 654-7741

NOTED
H. S. COX

July 7, 1970

RECEIVED
JUL 8 - 1970
ENGINEER
COUNTY & CITY DIVISION

County of Clackamas
Department of Public Works
902 Abernathy Road
Oregon City, OR 97045

ATTN MR. JOHN C. McINTYRE
DIRECTOR OF PUBLIC WORKS

RE: Harvey Way-Country Club Road
S.W. Boones Ferry Road FAS 681
Clackamas County
Prefix 503-1447

Gentlemen:

Submitted herewith for your information is one (1) roll of revised Right of Way Map with Construction Items as submitted to the Design Section in Salem by Resident Engineer James W. Cosbell. The revision has been completed per your request and includes the following:

1. A left turn refuge lane providing turning movements on to Rainbow Drive.
2. The center line in the vicinity of Station 86+00 shifted southeasterly.

Once approval of this revised located line is obtained from the State Highway Commission and the Bureau of Public Roads, a final copy of the Right of Way map will be forwarded to your office so that land acquisition can be started.

Sincerely,

L. W. Rulien
Division Engineer

by

Kerry J. Dayton

Kerry J. Dayton
Division Design Engineer

NOTED
HAROLD
REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
RICHARD BLADORN

KJD:dms
Enclosure
CC: Don Harwell

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

RECEIVED
MAY 6 1970
FORM E-80-X (12-67)
FOR FILING

p

SU-563(2)
7540

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
May 5, 1970

SUBJECT: Section 204 Review by CRAG of 17 Projects

To: L. H. Young
Programming & Planning Engineer

BUILDING

Attached is a letter from Mr. Homer C. Chandler, Executive Director of the Columbia Region Association of Governments (CRAG), the designated 204 review agency for the Portland Metropolitan area, indicating that the seventeen proposed projects listed by him have been reviewed and endorsed by the Executive Committee of CRAG. CRAG requests favorable action be taken on these improvements.

Four of the projects listed in Mr. Chandler's letter have previously been given a 204 review and approval by CRAG. Those projects are listed below with the date route documentation was submitted to your office.

1. Item 6. Sunset Highway, Wilson River Junction-North Plains Section. 204 review forwarded December, 1969.

2. Item 7. Pacific Highway East, Ross Island Bridge-Reedway Section. 204 review forwarded April, 1969.

3. Item 8f. Johnson Creek (Foster Road) Bridge, FAS 639. 204 review forwarded August, 1969.

4. Item 9b. Beaverton-Hillsdale Highway, Beaverton-Jamieson Road Section. 204 review forwarded July, 1969.

Those projects listed in Mr. Chandler's letter which have not previously been given acceptance under a 204 review are:

1. City of Portland. TOPICS. Signalization on SE Stark and Washington Streets.

2. City of Portland. TOPICS. Signal installation. Oswego Highway at SW Bancroft Street

3. City of Portland. TOPICS. Signal installation. Cascade Highway at SE Mill Street.

NOTED
TOM EDWARDS

4. NE Portland Highway, NE 60th Avenue-Sandy Blvd. Section.
5. Clackamas Highway, Eagle Creek-Estacada Section.
6. Murray Boulevard, FAS 630, Farmington Road-SW Allen Avenue Section.
7. Lower Columbia River Highway, Columbia County Line-Burlington Section.
8. Arndt Road, FAS 117, Air Strip Road-Pudding River Bridge Section.
9. Clackamas Highway, Hogan Road-Boring Section.
10. Boones Ferry Road, FAS 681, Country Club Road-Harvey Way Section.
11. FAS 943, South Tigard Interchange-Boones Ferry Road Section.
12. FAS 574, Columbia County-Old Portland Road Section.
13. 72nd Avenue, FAS 944, SW Hunziker Street-Lower Boones Ferry Road Section.

Robert L. Schroeder
Assistant Traffic Engineer

WDA:ap
Attachment
cc: Tom Edwards
H. S. Cox
R. N. Chase
R. E. Royer

RECEIVED
MAY [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

CR
AG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS
429 S. W. 4TH AVENUE • SUITE 500 • PORTLAND, OREGON 97204 • (503) 226-4331

CLACKAMAS COUNTY, OREGON
Cities in Clackamas County

CLARK COUNTY, WASHINGTON
Cities in Clark County

MULTNOMAH COUNTY, OREGON
Cities in Multnomah County

WASHINGTON COUNTY, OREGON
Cities in Washington County

April 29, 1970

Mr. L. H. Young
Program & Planning Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon

Dear Mr. Young:

Please be informed that the Executive Committee of the Columbia Region Association of Governments did on April 17, 1970, review and endorse the following proposed Oregon State Highway projects.

1. TOPICS Projects in the City of Portland:
    - a. East Burnside-S. E. 96th Avenue Section of the S. E. Stark-S. E. Washington cplt.
    - b. Oswego Highway at S. W. Bancroft Street
    - c. Cascade Highway at S. E. Mill St.
2. N. E. 60th Avenue-Sandy Blvd. Section N. E. Portland Highway.
3. Eagle Creek-Estacada Section Clackamas Highway.
4. Farmington Road-S. W. Allen Avenue Section FAS 630.
5. Columbia County line-Burlington Section Lower Columbia River Highway.
6. Wilson River Junction-North Plains Section Sunset Highway.
7. Ross Island Bridge-S. E. Reedway Section Pacific Highway East.

8. Clackamas County:

   - a. Air Strip Road-Pudding River Bridge Section FAS 117.
   - b. Hogan Road-Boring Section FAS 129.
   - c. Country Club Road-Harveyway Section FAS 681.
   - d. South Tigard Interchange-Boones Ferry Road Section FAS 943.
   - e. Columbia County Highway-Old Portland Road FAS 574.
   - f. Multnomah County-Johnson Creek (Foster Road) Bridge Section FAS 639.

9. Washington County:

   - a. S. W. Hunziker St.-Lower Boones Ferry Road Section FAS 944.
   - b. Beaverton-Jamieson Rd. Section-Beaverton-Hillsdale Highway.

Sincerely yours,

Homer C. Chandler

Homer C. Chandler
Executive Director

HCC:jec

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
May 5, 1970

RECEIVED
MAY 6 - 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

SUBJECT: Section 204 Review by CRAG of 17 Projects

To:
L. H. Young
Programming & Planning Engineer

BUILDING

Attached is a letter from Mr. Homer C. Chandler, Executive Director of the Columbia Region Association of Governments (CRAG), the designated 204 review agency for the Portland Metropolitan area, indicating that the seventeen proposed projects listed by him have been reviewed and endorsed by the Executive Committee of CRAG. CRAG requests favorable action be taken on these improvements.

Four of the projects listed in Mr. Chandler's letter have previously been given a 204 review and approval by CRAG. Those projects are listed below with the date route documentation was submitted to your office.

1. Item 6. Sunset Highway, Wilson River Junction-North Plains Section. 204 review forwarded December, 1969.
2. Item 7. Pacific Highway East, Ross Island Bridge-Reedway Section. 204 review forwarded April, 1969.
3. Item 8f. Johnson Creek (Foster Road) Bridge, FAS 639, 204 review forwarded August, 1969.
4. Item 9b. Beaverton-Hillsdale Highway, Beaverton-Jamieson Road Section. 204 review forwarded July, 1969.

Those projects listed in Mr. Chandler's letter which have not previously been given acceptance under a 204 review are:

1. City of Portland. TOPICS. Signalization on SE Stark and Washington Streets.
2. City of Portland. TOPICS. Signal installation. Oswego Highway at SW Bancroft Street
3. City of Portland. TOPICS. Signal installation. Cascade Highway at SE Mill Street.

NOTED
R. H. PRANGE

NOTED
HAROLD REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier,

Noted
Oscar H. Norberg

NOTED
[illegible] C. HOLMES

NOTED
DON [illegible]

4. NE Portland Highway, NE 60th Avenue-Sandy Blvd. Section.
5. Clackamas Highway, Eagle Creek-Estacada Section.
6. Murray Boulevard, FAS 630, Farmington Road-SW Allen Avenue Section.
7. Lower Columbia River Highway, Columbia County Line-Burlington Section.
8. Arndt Road, FAS 117, Air Strip Road-Pudding River Bridge Section.
9. Clackamas Highway, Hogan Road-Boring Section.
10. Boones Ferry Road, FAS 681, Country Club Road-Harvey Way Section.
11. FAS 943, South Tigard Interchange-Boones Ferry Road Section.
12. FAS 574, Columbia County-Old Portland Road Section.
13. 72nd Avenue, FAS 944, SW Hunziker Street-Lower Boones Ferry Road Section.

Robert L. Schroeder
Assistant Traffic Engineer

WDA:ap
Attachment
cc: Tom Edwards
H. S. Cox /
R. N. Chase
R. E. Royer

CRAG

COLUMBIA REGION ASSOCIATION OF GOVERNMENTS
429 S. W. 4TH AVENUE • SUITE 500 • PORTLAND, OREGON 97204 • (503) 226-4331

CLACKAMAS COUNTY, OREGON
Cities in Clackamas County

CLARK COUNTY, WASHINGTON
Cities in Clark County

MULTNOMAH COUNTY, OREGON
Cities in Multnomah County

WASHINGTON COUNTY, OREGON
Cities in Washington County

April 7, 1970

NOTED
H. S. COX

RECEIVED
APR - 8 1970
ENGINEER
COUNTY & CITY DIVISION

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon

Dear Mr. Young:

Please be informed that the Advisory Committee of the Columbia Region Association of Governments did on March 13, 1970, review the following proposed Oregon State Highway projects.

A. TOPICS Projects in the City of Portland:

- (1) East Burnside-S. E. 96th Avenue Section of the S. E. Stark-S. E. Washington cplt.
- (2) Oswego Highway at S. W. Bancroft Street.
- (3) Cascade Highway at S. E. Mill St.

B. N. E. 60th Avenue-Sandy Blvd. Section N. E. Portland Highway.

C. Eagle Creek-Estacada Section Clackamas Highway.

✓D. Farmington Road-S. W. Allen Avenue Section FAS 630.

E. Columbia County line-Burlington Section Lower Columbia River Highway.

F. Wilson River Junction-North Plains Section Sunset Highway.

G. Ross Island Bridge-S. E. Reedway Section Pacific Highway East.

✓H. Clackamas County:

- ✓(1) Air Strip Road-Pudding River Bridge Section FAS 117.
- ✓(2) Hogan Road-Boring Section FAS 129.
- ✓(3) Country Club Road-Harveyway Section FAS 681.
- ✓(4) South Tigard Interchange-Boones Ferry Road Section FAS 943.

NOTED
HAROLD
REYNOLDSON

cc

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
R. W. ELLISON

NOTED
RICHARD [illegible]

RECEIVED
APR 8 1970
PROGRAM & PLANNING
DIVISION

NOTED
DON HARWELL

✓I. Columbia County Highway-Old Portland Road FAS 574.

✓J. Multnomah County-Johnson Creek (Foster Road) Bridge Section FAS 639.

✓K. Washington County:

  ✓(1) S. W. Hunziker St.-Lower Boones Ferry Road Section FAS 944.

The Advisory Committee determined that each of these proposed projects were compatible with the overall planning of the Portland-Vancouver Metropolitan Area, therefore, have recommended that the CRAG Executive Committee recommend to the Highway Department approval and funding for these projects.

Further, be advised that these recommendations will be acted upon by the Executive Committee on April 17, 1970.

Sincerely yours,

Homer C. Chandler
Executive Director

HCC:jc

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS
902 ABERNETHY ROAD, OREGON CITY, ORE. 97045
JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

NOTED
H. S. COX

April 20, 1970

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APR 24 1970
ENGINEER
COUNTY & CITY DIVISION

Mr. Harold Reynoldson
City-County Division
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Reynoldson:

Re: Base Design for FAS 681, 943 & 117

A review of base design data submitted to Clackamas County has been made.

The following base designs are being requested by Clackamas County for FAS projects in our County:

1. Arndt Road, FAS 117, Airstrip Road to Pudding River

Lime Treated Subgrade	6.0"
Crushed Base, 1-1/2"-0	9.5"
Leveling Course 3/4"-0	2.0"
Asphaltic Concrete	3.5"

2. Boones Ferry Road, FAS 681, Country Club Road to Harvey Way

1-1/2"-0" Crushed Base	6.0"
Plant Mix Bituminous Base	9.0"
Asphaltic Concrete	4.0"

3. Bonita Route, FAS 943, S. W. Tigard Interchange to S. W. Boones Ferry Road

Lime Treated Subgrade	6.0"
Cement Treated Base	8.5"
Asphaltic Concrete	4.0"

Very truly yours,

John C. McIntyre
Director of Public Works

By Winston W. Kurth
Winston W. Kurth
Deputy Director of Public Works

Copy to: Clarence Gregg
Frank Turpin
C.G. Swenson

WWK:mak

NOTED
HAROLD
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MARION C. HOLMES

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R. H. PRANGE

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NOTED
DON HARWELL

fis 681

NO
H. S. CO

COUNTY OF CLACKAMAS
BOARD OF COMMISSIONERS
OREGON CITY, OREGON 97045
656-2641

FRED STEFANI, CHAIRMAN
THOMAS D. TELFORD, COMMISSIONER
ROBERT SCHUMACHER, COMMISSIONER

RECEIVED
APR 29 1970
ENGINEER
COUNTY & CITY DIVISION

April 20, 1970

Oregon State Highway Department
City-County Division
State Highway Building
Salem, Oregon 97310

ATTENTION: H. S. Cox

Gentlemen:

Clackamas County held a Corridor and Design hearing at 7:30 p.m., February 26, 1970 regarding the reconstruction of Boones Ferry Road (Market Road No. 13) from Harvey Way northeasterly to Country Club Road (County Market Road #31). The residents of the area generally favored the improvement of this road, however, several design changes were requested. Upon reviewing all testimony pertaining to this road, the County wishes to request the folowing changes:

1. That a left turn refuge lane for turning movements on to Rainbow Drive be provided.

2. That the center line in the vicinity of Station 86+00 be shifted southeasterly approximately forty (40) feet, thus flattening the curve in this area. Our Department of Public Works will be glad to review this change with your designers in order to clarify this request.

We are in hopes that this section of roadway can be constructed during the 1970 construction season.

Once approval is obtained from the State Highway Commission and the Bureau of Public Roads for this route, please forward the right-of-way description to our Department of Public Works so that land acquisition can be started.

Attached is a verbatim transcript of the testimony given at the hearing,

Copy to:- J. D. Barbee
Frank Terpin
Floyd Scott
L. W Rulien (Div A)

NOTED
R. H. PRANGE

NOTED
DON HARWELL

along with copies of letters we have received within ten days after the hearing.

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

Fred Stefani
Chairman

Thomas D. Telford
Commissioner

Commissioner

PW

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ENGINEER
COUNTY & CITY DIVISION

CORRIDOR PUBLIC HEARING

7:30 P.M., February 26, 1970
Lake Oswego Council Chambers
Lake Oswego, Oregon

To acquire additional right-of-way and to reconstruct to a four-lane facility Boones Ferry Road (Market Road 13) from Country Club Road to Harvey Way, which lies partially within the City limits of Lake Oswego, FAS 681

MR. FRED STEFANI: Ladies and gentlemen, the time is 7:30 P.M., February 26, 1970, which time has been set for the public hearing on the establishment of a Corridor and Design for future right-of-way acquisition and construction on the Harvey Way to Country Club Road section of Boones' Ferry Road, also known as County Market Road No. 13, lying partially in the City of Lake Oswego, Clackamas County, Oregon.

My name is Fred Stefani, and I am Chairman of the Board of County Commissioners of Clackamas County. So that you may know those seated in the front of the room, I will introduce the following people: To my immediate left is Tom Telford, Commissioner of Clackamas County; seated to my right is Robert Schumacher, Commissioner of Clackamas County; on my extreme right is John McIntyre, Director of Public Works for Clackamas County; and on my extreme left is Wilbur Schick, Clackamas County Right-of-Way Agent. We also have in the audience Lowell Johnson, John Scofield, and Harold Reynoldson from the State Highway Department; and Winston Kurth, who is the Deputy Director of Public Works for Clackamas County.

In January, 1969, the Federal Highway Administration put into effect a revised Policy and Procedure Memorandum governing public hearings. This Memorandum sets forth the rules under which we are conducting tonight's corridor and design hearing relating to this proposed Federal-Aid Highway project. We are here to afford you the opportunity to express your opinions regarding the proposal. Further, under the new Policy and Procedure Memorandum, you may make both oral and written statements; and in addition, anyone, regardless of whether he has or has not made a statement tonight, will have an additional ten days to submit written comments which will be made a part of the record of this hearing. Such written comments should be mailed to the Clackamas County Public Works Department, 902 Abernethy Road, Oregon City, Oregon, within ten days after this public hearing.

This hearing, including all statements and comments, will be transcribed verbatim and sent to the State Highway Department for review. All testimony given at tonight's hearing will be evaluated to determine the socio-economic impact and the feasibility of the proposal.

We will follow a schedule in the conduct of this hearing: first, an engineering description of the proposal will be presented; next, a brief explanation of right-of-way procedures will be given; then, everyone wishing to make a statement will be given the opportunity to do so.

I will now present John McIntyre, our Public Works Director, who will make the presentation of the engineering proposal.

MR. JOHN MCINTYRE: Thank you Commissioner. The purpose of this proposed project is to improve County Market Road No. 13, commonly known as Country Club Road, from a point approximately 200 feet southwest of Harvey Way to the intersection of Country Club Road and Kerr Mountain Road.

The need for improving this section of roadway is apparent when the substandard horizontal alignment and roadway width of the present facility are compared to the needs of the present-day traffic. The need for improvement is also apparent when the capacity of the existing roadway is compared with the existing and anticipated future traffic volumes. The 1969 average daily traffic was 9,200 vehicles, while the anticipated 1990 volume is 21,400 vehicles.

Approximately 6.6 acres of property will be purchased for this project, and approximately 0.9 acre of slope easement will be required. In all, 22 separate owners of property will be affected by the widening of this roadway.

Construction will provide four eleven-foot travel lanes with a two-foot shy distance and a two-foot median strip. This section will be curbed and have a five-foot asphaltic concrete sidewalk on each side. Left turn refuges have been provided at Twin Fir Road, Davis Road and at the intersection with the proposed facility, which will connect Boones Ferry Road to the South Tigard Interchange on Interstate 5. As a part of this project, the connection of Carman Drive with Boones Ferry Road has been eliminated. A cul-de-sac will be constructed on Carman Drive. The connection of Davis Road and Galewood Drive with Boones Ferry Road has been revised to provide a safer access.

A storm drainage system has been designed to handle the drainage throughout the project. This drainage system is compatible with the proposed master plan for storm drainage as prepared by the City of Lake Oswego. Spring Brook Creek which flows along the east side of the alignment will not be affected by the reconstruction of this facility.

Some of the physical characteristics of the proposed project are as follows: The total length, 4,272 feet; the maximum degree of curvature, four degrees; the maximum gradient, five percent. Thank you Commissioner Stefani.

MR. STEFANI: Thank you Mr. McIntyre. I will now present Wilbur Schick, Right-of-Way Agent, who will explain right-of-way procedures.

MR. WILBUR SCHICK: Thank you Mr. Commissioner. Any property which is required for the construction of a project, such as the one being discussed tonight, will be appraised on the basis of "Market Value." Market Value is defined as the price a willing buyer would pay for property offered by a willing seller with neither party having any obligation to either buy or sell. To pay more than the Market Value of property would be unfair to the taxpayers who provide the monies for road improvements. To pay less than Market Value would be unfair to the property owners.

In accordance with the Federal-Aid Highway Act of 1968, the following assurances must be given: Number one, that every reasonable effort will be made to acquire real property by negotiation. Number two, that no person shall be required to move from his home, farm or business location without at least 90 days' written notice. Number three, that an amount will be established which is believed to be just compensation and a prompt offer will be made to acquire property for the full amount so established.

The 1968 Federal-Aid Highway Act also liberalized the benefits available to persons who are displaced from their homes, farms or business locations. We are obligated, therefore, to provide relocation assistance to anyone who is displaced and required to move from his home, farm or business location by a Federal-Aid Highway program. The Highway Department has published a brochure explaining the relocation assistance program. Copies of this brochure are available at this meeting. Thank you.

MR. STEFANI: Thank you Mr. Schick. At this time, statements will be taken for or against the proposal, and I want to again assure you that the entire proceedings of tonight's hearing are being recorded and will be reviewed and evaluated. Once again, I would like to remind you that we will accept additional written comments for ten days after the close of this hearing. We ask you to confine your remarks to the relative merits of the proposal. Problems of personal concern may be discussed and perhaps resolved after the close of the hearing.

At this time, I would like to call on.....Anyone present from the Legislature? Any other County officials? City Officials, or Chambers of Commerce? Or anyone representing another government agency?

Now I have two cards here, the.....first one in my hand is Don Lindsay 1120 S. W. Hoodview, Lake Oswego.

MR. DON LINDSAY: Commissioners, ladies and gentlemen. My, my comments in this regard are as follows: First of all, I should say I am representing myself, and my partner Dale DeHartford, we have an option on property located on the triangle between Boones Ferry Road and Davis Lane. And it appears to us that the proposal to widen Boones Ferry Road is certainly a desirable one in keeping with the growth of the area. And a, to my opinion any logical person ah would certainly recognize this. However, I feel that there could be some potential hardships to the property owners in this area, considering that this property is by and large zoned single family residential. At previous attempts to have the property rezoned to other designations, such as LMR, Commercial, etc., these requests have been denied. I recognize we're dealing with a different governmental body here, this property being within the corporate city limits of Lake Oswego, but from the standpoint of the property owner, ah I think this is irrelevant really from his standpoint. Ah, the point that I'd like is that if this, if this highway is widened, Davis Lane is made ah and the intersection of Davis and Boones Ferry is made into a major intersection, I think it's also a fair statement to say that any reasonable person would find it difficult to see why you could possibly use this property for single family residential construction. Therefore I'd like to go on record as noting this particular discrepancy with the request that ah this zoning question be incorporated with the hearings this evening and hopefully that recommendations be made to the appropriate governmental bodies, in this case the City of Lake Oswego, that consideration be given in this area. thank you.

MR. STEFANI: Thank you. The next card I have in hand is John James, 14782 S. W. Davis Lane, Lake Oswego.

MR. JAMES: Thank you Mr. Chairman. I wasn't sure that I understood what you meant by "personal." Chiefly "personal." Ah I have several notes here, first of all, the gradings of five percent seems to me very high. Ah I don't see why the County can't begin to elevate the road further back, and achieve a slower gradient in view of the fact that traffic there already as you know is very heavy and very noisy, affecting a very wide area of of residential property, which will include in due course Mountain Park. And I'm quite surprised that we don't have somebody from Mountain Park speaking here, because the furor that's being developed down on Boones Ferry Road is certainly going to work its way up to Mountain Park and make that a very noisy place. So I propose that you give serious consideration to having a much smaller gradient than five percent. Further, Mr. Chairman, I'd like to ask when you say that this consideration will be given, does that this mean that we will be able to review your consideration so that we will know in which direction you are thinking?

MR. STEFANI: The proceedings taken here now will be forwarded, and you will not review those, but following this hearing you will have an opportunity to ask questions and maybe......

MR. JAMES: No, I mean, I mean in view, I mean will we have an opportunity to review your proposed decisions?

MR. STEFANI: I think this is the final hearing.

MR. JAMES: Ah, secondly, if I may say, Davis Lane is a steep road, in the event you haven't seen it. And the proposed cutting up into Davis Lane, as you do, is to, is to confront you with two kinds of problems. Either Davis, either the runoff of Davis Lane is going to have to go very steeply down from there to Boones Ferry Road, or you might have to re-grade all of Davis Lane, or something. You can't go cutting up the hill of Davis Lane and expect the traffic just to fall off the precipice and down onto ...., and that should be taken into account. Thirdly, which is indirectly involved in this question for you maybe, but very directly for me, in recent months a very large number of over-the-road trucks has been pouring over that road and disrupting the ? space of a great number of citizenry all the way from the center of this town right out to Lake Grove. From where I look at this, this is intolerable for those trucks come at all hours of the day, all days of the week, regardless. The proposed road would undoubtedly increase the number of heavy truck traffic to a degree to make that whole area unlivable for residential purposes; therefore, it is my firm conviction that the County should zone that against heavy over-the-road traffic, big trucks. If the County doesn't take a hand, I'm quite sure the citizens, the citizenry of this whole area are going to rise up and demand that the City of Lake Oswego use its corporate rights to block the flow of that traffic, that kind of traffic. This is where we live. To permit heavy over-the-road traffic to come here and invade our homes is intolorable. Not only the noise, but the smut that they pour into the air. We cannot let our homes be destroyed in this manner. Thank you.

MR. STEFANI: Thank you Mr. James. We have with us here, Dave Abraham, who is the City Engineer for the City of Lake Oswego.

MR. ABRAHAM: Yes, Mr. Chairman, I have a letter signed by the City Manager, Mr. Dean Seeger, I agreed tonight to have it entered into the record.

"Mr. Chairman and Members of the Board of County Commissioners, Clackamas County Courthouse, Oregon City, Oregon. Gentlemen: On behalf of the Mayor and City Council of Lake Oswego, I am pleased to advise that the City of Lake Oswego strongly supports the proposed improvement of that section of Boones Ferry Road between Harvey Way and Country Club Road.

"We further wish to take this opportunity to commend the County for its recognition of the urgent need for this road improvement and respectfully ask that the project be brought to construction at the earliest possible date. Very truly yours, City of Lake Oswego, Deane Seeger, City Manager."

MR. STEFANI: I'd like to say at this point that we also received a letter, which I failed to bring along tonight from the local Chamber of Commerce, also endorsing the project.

MR. KURTH: Is there anyone who would like to make a statement who's filled out their card?

MR. EDWARD PONTES: Yes, I'd like to make a statement. I haven't fill out a card. My name is Ed Pontes, I live at 3680 S. W. Carman Drive; ah, and I live on the corner of Davis Lane and Carman Drive. I've lived there eight years; and the reason I moved to this area is, I lived in Los Angles and came up here to get out of the hell-hole that I was in down there. And I came up here to this area to enjoy, you know, the remainder of life in a nice residential area. Ah, lo and behold eight years later we are proceeding along lines that are following the Los Angeles ah methods of heavy traffic, ah, invading the privacy of the individual. And ah, where does it stop, I mean where does this progress stop? I find that in front of my home, ah, the traffic has increased, I'd say at least ten-fold, in eight years. And this is heavy, heavy trucks pulling along the road, ah all hours of the night. These trucks are quite serious, if you gentlemen had lived in this area, you'd know this. It's an upgrade road, Carman Drive, up from Boones Ferry, and when you have a big trailer truck coming along with a cab behind it, it's quite noisy waking you up maybe three o'clock in the morning. Ah, I understand this road here is going to be a one-way down from the freeway, or rather up from the Boones Ferry, one way up; so I imagine the traffic will increase a lot more than what it is. Ah, why the increase, why the one way? I don't know, but I'd like to go on record right now as being completely opposed to the one way drive now down, as proposed for Carman Drive; and also the, the revamping and the widening of Davis Lane, which is a hill. Ah which is about probably almost at a 45 degree incline from Boones Ferry Road up to Carman Drive, and which I am on the corner of. So, consequently, we are invaded with...our privacy is completely invaded with traffic from Boones Ferry coming up from Carman Drive, up Boones Ferry, and also from Davis Lane where it meets Boones Ferry, Davis Lane. Ah, so I would, at this time as I say I want to go on record as being completely opposed to the any tampering with Davis Lane or ah making what ah Carman Drive a one-way street. That's my pickins, ah Commissioners. I'd like to have them on record. Thank you very much.

MR. STEFANI: Thank you. We have another card here, Malcolm McMinn, 15110 Boones Ferry Road..

MR. MCMINN: Thank you. I would like endorse and emphasize what Mr. James said a few minutes ago, and what the previous speaker said about the new truck traffic on Boones Ferry Road. We have been awakened a hundred times in the last year by a heavy, heavily loaded over-the-road trucks literally running right across the foot of our beds. This didn't use to be, even three or four years ago. And I don't know what's happened, but I feel, as Mr. James feels, that we have ah not only the right, but the responsibility to put a stop to it, especially at those hours of the evening when people should be entitled to some rest and relaxation. We are truly in a Los Angeles atmosphere. I have been there, I haven't been so fortunate as to have lived there, but this sort of thing has got to stop; and for my money, I would, I would resist and join with anybody else who would resist improving Boones Ferry Road until that right could be secured, until the City of Lake Oswego could take such action against these truck operators to keep them off the road between the hours of 5:30 at night and 7:30 in the morning. There's no reason why, why a residential community should be so interrupted. Thank you.

MR. STEFANI: Thank you. Mr. John Jaeger?(5866 S.W. Bonita Road).

MR. JOHN JAEGER: Well I'm. My name is Jaeger. I live on Bonita Road, in Lake Grove. I've lived there for forty-three years, and I own about eight acres along this proposed new road, and I think there is a freeway on one side of my property and a freeway on the other side, and I should be at least given consideration of being re-zoned as a commercial or multi-family, because there's a big road with heavy traffic, for single purpose residential couldn't be so well adopted at this time.

MR. STEFANI: Thank you Mr. Jaeger. Has everyone had a chance to give his or her comments on this proposal? Anyone presant who might have said no on a card and would like to change his mind, or make some remarks at this time? For the last time, is there anyone present who wishes to make a statement?

There being no further testimony, I thank all of you for being present this evening, and now declare this hearing officially closed at 7:56 P.M.

Tape 1; Side 1 - 365 to 450

Thomas D. Telford,

COPY OF NC . TO
BE POSTED HERE

NOTICE

Notice is hereby given that Clackamas County proposes to hold a Corridor and Design Hearing pertaining to its' proposed plans for future right-of-way acquisition and construction on the Harvey Way to Country Club Road section of Boones Ferry Road, also known as County Market Road No. 13, lying partially in the City of Lake Oswego, Clackamas County, Oregon.

The proposal consists of the reconstruction of Boones Ferry Road within the above limits to a four-lane facility with turning refuges provided at the intersection with Twin Fir Road, David Road and Bonita to I-5 route. Modifications of some intersecting streets are, also, proposed.

Prior to the public hearing, interested persons are invited to preview the proposed highway design and exhibit maps at a preliminary meeting at 6:30 o'clock p.m., Thursday, February 26, 1970 in the Council Chambers of the City Hall, Lake Oswego, Oregon.

The public hearing pertaining to the Corridor will be held promptly at 7:30 o'clock p.m., Thursday, February 26, 1970 in the Council Chambers of the City Hall, Lake Oswego, Oregon. At this time any one desiring to express an opinion relating to this Corridor or Design proposal is invited to do so. In addition, written statements may be submitted at the Hearing or to the Clackamas County Public Works Department, 902 Abernethy Road, Oregon City, Oregon within ten (10) days after the public hearing.

Clackamas County personnel will be present to discuss the proposal, including relocation assistance programs, with those persons who may be affected by the project.

Fred Stefani,
Chairman
Thomas D. Telford,

AFFIDAVIT OF PUBLICATION

STATE OF OREGON,
COUNTY OF CLACKAMAS,—ss.

I, William L. Blizzard, being first duly sworn, depose and say that I am the publisher of the LAKE OSWEGO REVIEW, a newspaper of general circulation as defined in sections 193.010, 193.020, Oregon Compiled Laws Annotated, and published in Lake Oswego, in the aforesaid county and state; that the Notice - Clackamas County proposes to hold a Corridor and Design Hearing --Market Rd 13,--- a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for five successive and consecutive weeks in the following issues: Jan 22, 29, 1970 Feb. 5, 12, 19, 1970

William L Blizzard
(Signed)

Subscribed and sworn to before me this 27th day of February 1970

Helen S McGuire
Notary Public for Oregon

(My commission expires
My Commission [illegible])

Copy
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ENGINEER
COUNTY & CITY DIVISION

LAKE OSWEGO CHAMBER OF COMMERCE
500 Fourth St.
~~116 North State St.~~
Lake Oswego, Oregon 97034
636-3634

February 10, 1970

		DATE	INT.
1		2-13	[illegible]
		2-16	[illegible]
		2/[illegible]	

Public Works
McIntyre

Board of Commissioners
Clackamas County
Court House
Oregon City, Oregon 97045

Gentlemen:

At a meeting of the Board of Directors of the Lake Oswego Chamber of Commerce today, it was voted unanimously that we express to you our approval of your plans to widen Boones Ferry Road. This, of course, will be from the end of the recent improvements to Country Club Road.

We realize that the design will be determined by considerations of terrain, etc., by the engineers.

Yours truly,

Deanie Clinkscales
(Mrs.) Deanie Clinkscales
President
Board of Directors

LW:fm

cc--Deane Seeger
Lee Woodard

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APR 29 1970
ENGINEER
COUNTY & CITY DIVISION

3500 S. W. Carman Drive
Lake Oswego, Oregon 97034
March 7, 1970

Clackamas County Department of Public Works
Abernathy Road
Oregon City, Oregon 97045

Gentlemen:

Mr. Scherdt and myself realize there is a need to widen and straighten Boones Ferry Road in Lake Oswego and therefore, we do not oppose it.

Sincerely,

Elizabeth Scherdt (Mrs. Jack)

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ENGINEER
COUNTY & CITY DIVISION

FAS-681

RECEIVED
APR 29 1970
ENGINEER
COUNTY & CITY DIVISION

March 6 1970

Sirs:

In regard to the widening of Boonesferry Road my husband and I both are for it and realize the necessity.

Our only comment against it is the increased truck traffic it will encourage. Currently there already are the cement trucks and other large semi's using Boonesferry coming on up Country Club. We live right near the intersection of Boonesferry & Country Club on Sundeleaf Drive. Many a peaceful extra hour of sleep on Saturday and yes, even Sunday has been disturbed by the sounds of a truck shifting down the hill to the intersection or gears, grinding screaming up country Club. We moved here from N.E. Portland just off of 82nd Avenue and have been delighted so far with suburban living, but if the truck traffic becomes another 82nd Avenue we'll be more than disappointed in Clackamas County.

FAS-681

What about all the taxpayers surrounding the area? Mountain Park for one! There are quite a few up there paying quite a bit more than us I'm sure. So lets Keep the large trucks off of this route to Macadam, Sellwood bridge, downtown & Oregon City. Can't they go the new route to the West Linn bridge when completed or on in on Salem Freeway to Ross Island? Local delivery trucks are necessary but the cargo carriers we say no, no, no.

Let's keep the noise at a minimum in Lake Grove, Lake Oswego & areas where citizens have invested so much of their hard earned money in their home & future. Let's keep these areas of Clackamas County peaceful & quiet!

Thanks for hearing us out.

Sincerely,

Mr & Mrs Geo. H. Pidow
13900 S.W. Sunsley Dr.
Lake Oswego, Oregon
97034

1. 3/11
2. 3/11 WK
3. 3/12

4 Boones Ferry FAS 681

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APR 29 1970
ENGINEER
COUNTY & CITY DIVISION

12645 S.W. Boones Ferry Rd.
Lake Oswego, Oregon 97034
March 5, 1970

Clackamas County Public Works Dept.
902 Abernathy Road
Oregon City, Oregon

Dear Sirs:

My husband and myself were both raised in the Beaverton area and made our home there for many years. We recently made the decision to move to the Lake Oswego area (12645 S.W. Boones Ferry Road) because Beaverton is becoming very unorganized and therefore an extreamly ugly example of progress.

As Lake Oswego residents, we want to prevent Lake Oswego from becoming another Beaverton and to stop this kind of "progress". I am refering to the proposed widening of Boones Ferry Road, which we feel would certainly be just the beginning to changing a lovely residential area into commercial property. This would definitely affect the ecology of the area. As our Governor Tom McCall stated Tuesday, March 3, 1970, "We can no longer go pell mell into development efforts without regard to the harm we do to the ecology of the state. A contributing factor is that many of our state agencies look at the world only through the lense of their own responsibility".

What good could possibly come from widening 9,272 feet of Boones Ferry Road? This would only be the beginning of what could amount to an unreversible condition, possibly making much of the area unlivable.

It is time we realize the most important resorce we have is our natural environment--lets not destroy that and eliminate Lake Oswego area as being one of the most desirable places to reside.

Sincerely,

Mrs. Dale F. Rockwell

Mrs. Dale F. Rockwell

cc. Lake Oswego Chamber of Commerce
Lake Oswego City Council

FAS-681

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APR 29 1970
ENGINEER
COUNTY & CITY DIVISION

John Jaeger
5966 S.W. Bonita Road
Lake Grove, Oregon 97034

March 3, 1970

County of Clackamas
Department of Public Works
902 Abernathy Road, Oregon City, Oreg. 97045

Re: Reconstruction of Boones Ferry Rd., Lake Oswego, Oreg.

Gentlemen:

This letter refers to the meeting which was held in Lake Oswego City Hall on Feb. 26, 1970, regarding widening of Boones Ferry Rd. While you have my comments on the taperecorder, I wish herewith to make some other suggestions.

In the first place, Boones Ferry Rd. already has been widened from Lake Grove to Harvey Way. Also Country Club Road was widened from where it intersects with Boones Ferry Rd. Not to improve the remaining short stretch would be utterly ridiculous, especially when Boones Ferry Rd. will be the connecting link of this expressway to Country Club Rd. However, since this part of Boones Ferry will go through a residential district, it probably would have severe speed restrictions, perhaps 25 miles per hr. I cannot see why the present right of way of the existing Boones Ferry Rd. could not be utilized, instead of constructing a brand new right of way straight as an arrow. This of course would require a much larger acquisition of property and greater expense to the county. The present curves are so negligible it is practically possible to see both ends of the road right now. A road as straight as contemplated would also be a great invitation to excessive speed. I do not know what the future plans of the county are, but constructing a new perfectly straight road like this in a residential section and abandon a great deal of the present right of way ~~of~~ ~~way~~ on account of a few wide curves would, in my opinion, not be necessary.

Very truly yours,

John Jaeger

FAS-681

RECEIVED
APR 29 1970
ENGINEER
COUNTY & CITY DIVISION

L. JAMES BERGMANN
ATTORNEY AT LAW
628 ~~922~~ PITTOCK BLOCK
PORTLAND, OREGON 97205
TELEPHONE 227-7771

March 5, 1970

County of Clackamas
Department of Public Works
902 Abernethy Road
Oregon City, Oregon 97045

Attention: Mr. Winston W. Kurth
Deputy Director of Public Works

Gentlemen:

I represent Mrs. Arzelia Hovey, owner of the following property which will be affected by your proposed Harvey Way to Country Club Road Section of Boones Ferry Road, also known as Market Road No. 13:

Tax Lots 15, 15-1 and 18,
Section 5, Township 2, Range 1 East
W.M., Clackamas County, Oregon

Tax Lot 18 fronts on the west side of Market Road 13,
Tax Lot 15 fronts on the west side of Kerr Road, and
Tax Lot 15-1 abuts Kerr Road on the West and Market Road 13 on the East.

This letter protests this project as represented by the print attached to your letter dated February 19, 1970, and as described in additional detail by Mr. Winston W. Kurth to Mrs. E. M. Bell, who is Mrs. Hovey's niece.

It is our understanding that the current plan would require taking several feet of road frontage from Tax Lot 18. Because of the topography of the property, this would severely damage the remainder of Tax Lot 18, and substantially diminish the value of the entire tax lot. This would result not only from the loss of utility, but also from the hazard to the stability of the slope which would result from any excavation at the toe.

It is respectfully submitted that by shifting the centerline of the proposed new road slightly to the East, not only would the above damages be avoided, but a better road alignment would be effected.

FAS-681

Attached hereto is a copy of the print which was attached to your letter dated February 19, 1970. On the print I have drawn a straight line between the intersection of Boones Ferry Road with (1) Rainbow Drive and (2) Country Club Road/Kerr Road. This line demonstrates that the present proposal actually creates a curve in Boones Ferry Road between the two points, and it is this curve which would necessitate the taking from Tax Lot 18.

In contrast, by shifting the centerline to the east, a substantially straighter road would result. It is submitted that this would also result in a more logical land use. The property abutting Boones Ferry Road on the East does not lend itself to development involving construction, and the fill which would be required to shift the road alignment as indicated in red on the attached print would not significantly damage or alter the character of that property.

We strenuously object to the project as now proposed. It is respectfully requested that this project be modified by shifting the proposed centerline of the road to the East as shown in red on the attached print.

In her telephone conversation with Mr. Kurth, Mrs. Bell was informed that the County would furnish her with a copy of the transcript of hearing held February 26, upon request the week after the hearing. Would you please mail the transcript to me at the address in the letterhead.

Very truly yours,

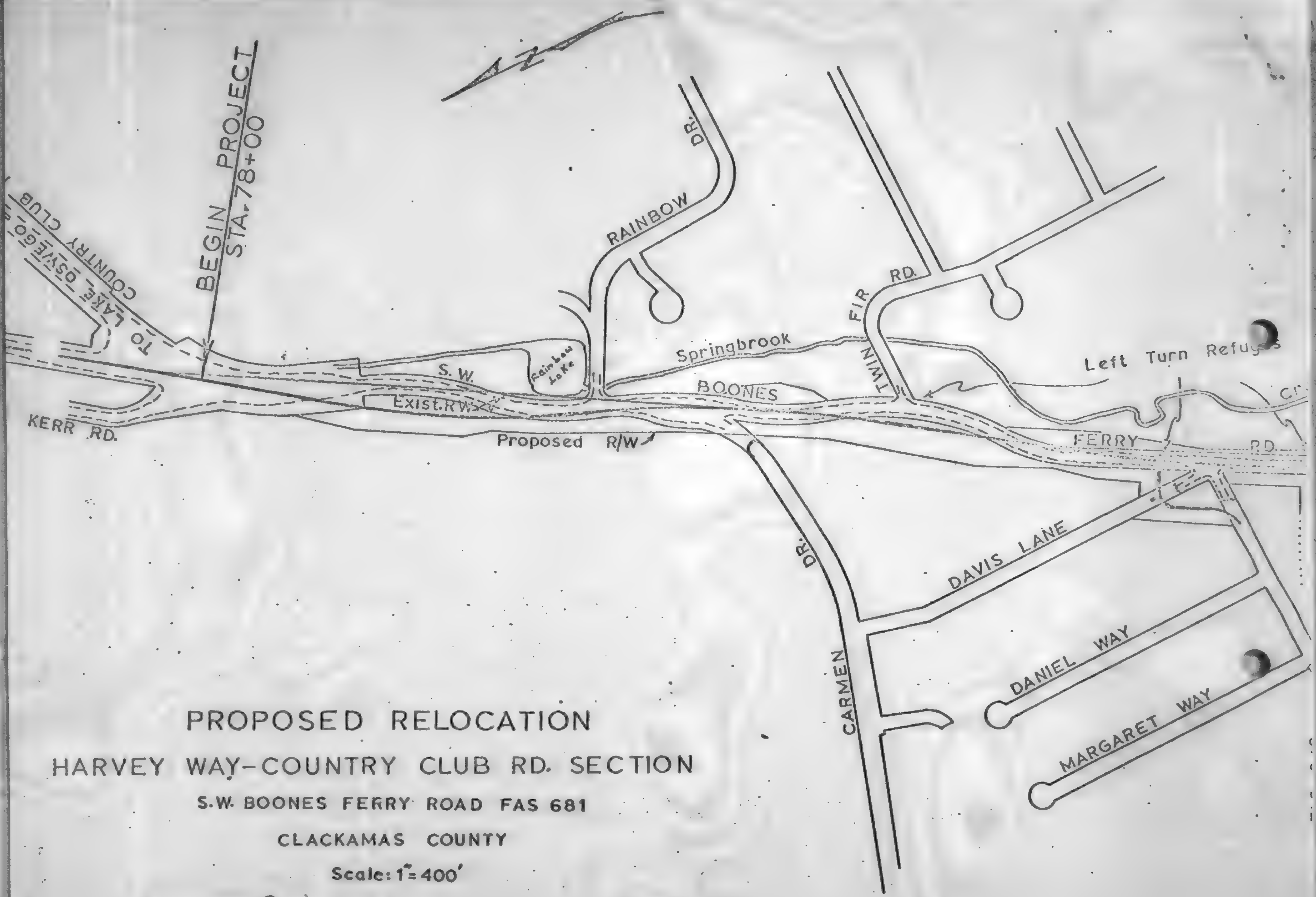
L James Bergmann

L. JAMES BERGMANN

LJB:b

enc.

P.S. Three prints are attached, each of which shows a possible shift of the centerline, in varying degrees.


BEGIN PROJECT
STA. 78+00
COUNTRY CLUB
TO LAKE OSWEGO
KERR RD.
S.W.
Exist. R/W
Proposed R/W
Rainbow Lake
RAINBOW DR.
Springbrook
BOONES
TWIN FIR RD.
Left Turn Refuges
Cr.
FERRY RD.
CARMEN DR.
DAVIS LANE
DANIEL WAY
MARGARET WAY
N

PROPOSED RELOCATION

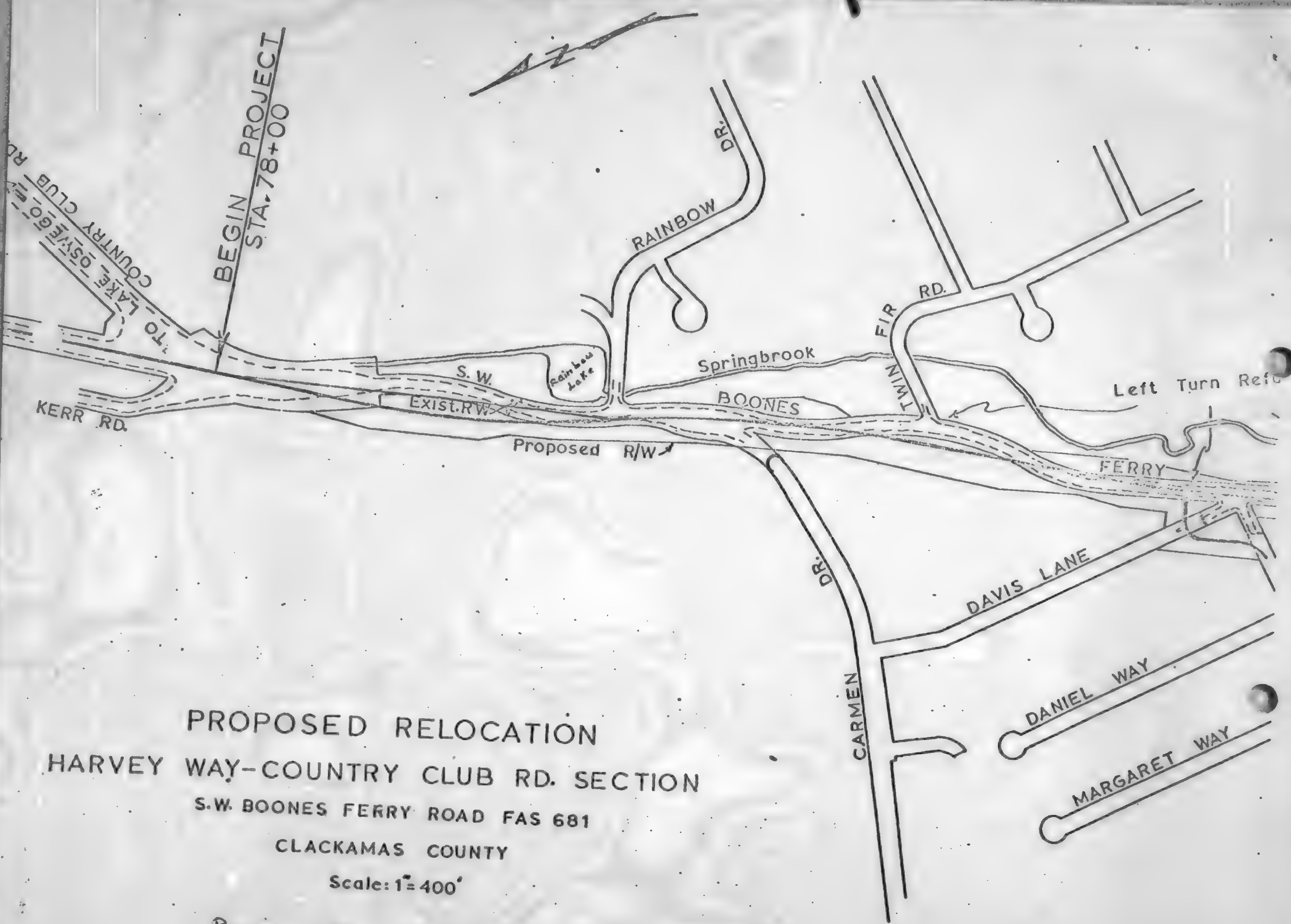
HARVEY WAY-COUNTRY CLUB RD. SECTION

S.W. BOONES FERRY ROAD FAS 681

CLACKAMAS COUNTY

Scale: 1" = 400'

Revision A


BEGIN PROJECT
STA. 78+00
COUNTRY CLUB RD.
TO LAKE OSWEGO
KERR RD.
S.W.
Exist. R/W
Rainbow Lake
RAINBOW DR.
Springbrook
BOONES
Proposed R/W
TWIN FIR RD.
Left Turn Refu
FERRY
CARMEN DR.
DAVIS LANE
DANIEL WAY
MARGARET WAY
N

PROPOSED RELOCATION

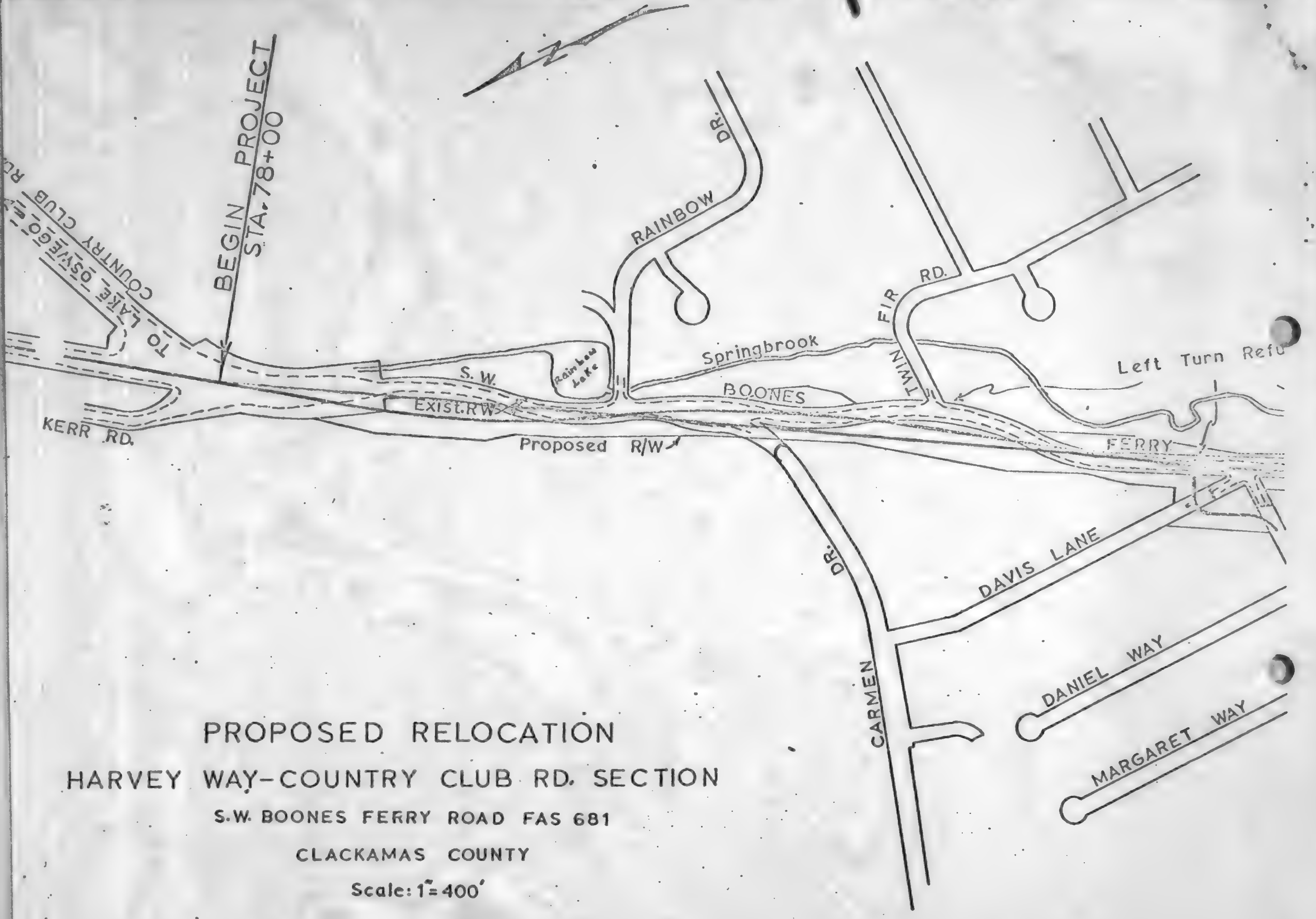
HARVEY WAY-COUNTRY CLUB RD. SECTION

S.W. BOONES FERRY ROAD FAS 681

CLACKAMAS COUNTY

Scale: 1" = 400'

Revision B


BEGIN PROJECT STA. 78+00
COUNTRY CLUB RD.
TO LAKE OSWEGO
KERR RD.
S. W.
Rainbow Lake
EXIST. R/W
RAINBOW DR.
Springbrook
BOONES
TWIN FIR RD.
Left Turn Refu
FERRY
Proposed R/W
CARMEN DR.
DAVIS LANE
DANIEL WAY
MARGARET WAY

PROPOSED RELOCATION

HARVEY WAY-COUNTRY CLUB RD. SECTION

S.W. BOONES FERRY ROAD FAS 681

CLACKAMAS COUNTY

Scale: 1"=400'

Revision C

RECEIVED
APR 29 1970
ENGINEER
COUNTY & CITY DIVISION

Feb 20th 1970.
Portland Oregon.

Dear Sir.

just received your Notice to Widen the Bones Ferry Rd. by my Place at Lake Grove. Halfway way is by my Place. now that piece of road should be widened there. But I want compensation for 10 or 20 feet off my property as it runs to a point and anything taken off. will not leave enough to even Build on. in my Deed there are restrictions on that property. my Husband passed away and I fell and broke my ankle some time last year its not easy for me to get out there but I expect you

to take care of this Matter
for me. I hope it can be done
by Mail I have no car or Tell.
I remember some years ago
Mr Leonard Taylor. called here
with plans for a wider road
we agreed that it must be
done but I think I should
have #300,00 for my piece of
Property for the road. Don't you
figure that's a fair price!
I hope to hear from you
again soon. I want to do
whats right

Yours Truly
Louise Moser.
8424. S.E. 11th
Portland Ore. 97202.

City of Lake Oswego

RECEIVED
APR 29 1970
ENGINEER
COUNTY & CITY DIVISION

February 26, 1970

To The Chairman and Members
Clackamas County Board of Commissioners
Clackamas County Courthouse
Oregon City, Oregon

Gentlemen:

On behalf of the Mayor and City Council of Lake Oswego, I am pleased to advise that the City of Lake Oswego strongly supports the proposed improvement of that section of Boones Ferry Road between Harvey Way and Country Club Road.

We further wish to take this opportunity to commend the County for its recognition of the urgent need for this road improvement and respectfully ask that the project be brought to construction at the earliest possible date.

Very truly yours,

CITY OF LAKE OSWEGO,

By
Deane Seeger, City Manager

DS:hb

City Hall • 40 A. Avenue • Lake Oswego, Oregon 97034 • Telephone – 636-8495

RECEIVED
APR 29 1970
ENGINEER
COUNTY & CITY DIVISION

3077 S.W. Diane Dr.
Lake Oswego, Oregon

Jan. 24, 1970

Clackamas County Public Works Dept.

Re: Boones Ferry Road widening

Dear Sirs:

We noted in the Lake Oswego Review that plans are being made to have turning refuges for Twin Fir, Davis and Bonita Rds, but none was mentioned for Rainbow Dr.

We, as residents of Rainbow Terrace section strongly feel that a turning refuge should be considered for this area also.

Traffic is traveling so fast down Boones Ferry Rd. at present, we feel like we are litterally taking our lives in our hands to make a left hand turn off Boones Ferry Rd. and onto Rainbow Dr. to get to our homes. Many, many times have we and our neighbors and visitors almost had someone plow into the rear of our cars while waiting to make the turn even though blinker signals and sometimes even hand signals as well are being frantically given. We hear brakes screeching many times during the day as this scene is reenacted time and again evidentally.

Traffic was slowed down to 25 miles and hour for a short time, because of many complaints over this, but since they have put up the 40 mile per hour limit again, it is worse than ever. Won't you please reconsider and add a turning refuge here as well?

Sincerely yours,
Harry Cockreham
Mrs Harry Cockreham
Mr. and Mrs. Harry Cockreham

c x
[illegible]
FAS-671

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

NOTED
H. S. COX

April 3, 1970

Mr. Homer Chandler
Executive Secretary
Columbia Region Association
of Governments
429 S. W. Fourth Avenue
Suite 500
Portland, Oregon 97204

Dear Mr. Chandler:

Attached are two copies of a map and data sheet showing the location of five different projects for your review in conformance with Section 204 of the Demonstration Cities and Metropolitan Development Act. These projects are:

1. S. W. Boones Ferry Road, FAS 681 (Harvey Way - Country Club Road Section)
2. Clackamas-Boring Road, FAS 129 (Hogan Road - Sixth Street Section)
3. Bonita Road, FAS 943 (South Tigard Interchange - S. W. Boones Ferry Road Section)
4. S. W. 72nd Avenue FAS 944 (Hunziker Street - Boones Ferry Road Section)
5. Murray Boulevard, FAS 630 (Old Scholls Ferry Road - Pacific Highway West, Section)

File

Upon completion of your review, please forward your comments to Mr. Robert E. Royer, Assistant Planning Survey Engineer, in our Traffic Engineering Section.

NOTED
R. H. PRANGE

RECEIVED
APR - 3 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

NOTED
P. B. Aransmeier

NOTED
MAINOR C. HOLMES

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Your cooperation in this matter will aid in programming Federal-aid projects in Clackamas and Washington Counties.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
VICTOR D. WOLFE

Tom Edwards
Assistant State Highway Engineer

Enclosures

cc: Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
L. H. Young
D. J. Barbee
F. B. Crandall
A. E. Johnson
L. W. Rulien
R. E. Royer

PROJECT DATA

Re: Harvey Way-Country Club Road Section
S. W. Boones Ferry Road
FAS 681
Clackamas County

TYPE OF PROJECT: FAS-C

PROJECT DESCRIPTION: Grade,drain, base, curb and pave a four-lane facility 50 feet wide on S. W. Boones Ferry Road from Harvey Way northerly to Country Club Road in Lake Oswego.

LENGTH: 0.81 mile

ESTIMATED COST: $500,000

NUMBER OF LANES: Four 11-foot travel lanes, 2-foot median and 2-foot shy distances from the curbs.

INTERCHANGES: None (channelized intersections at main road or street crossings)

ROAD CLOSURES: Carmen Drive

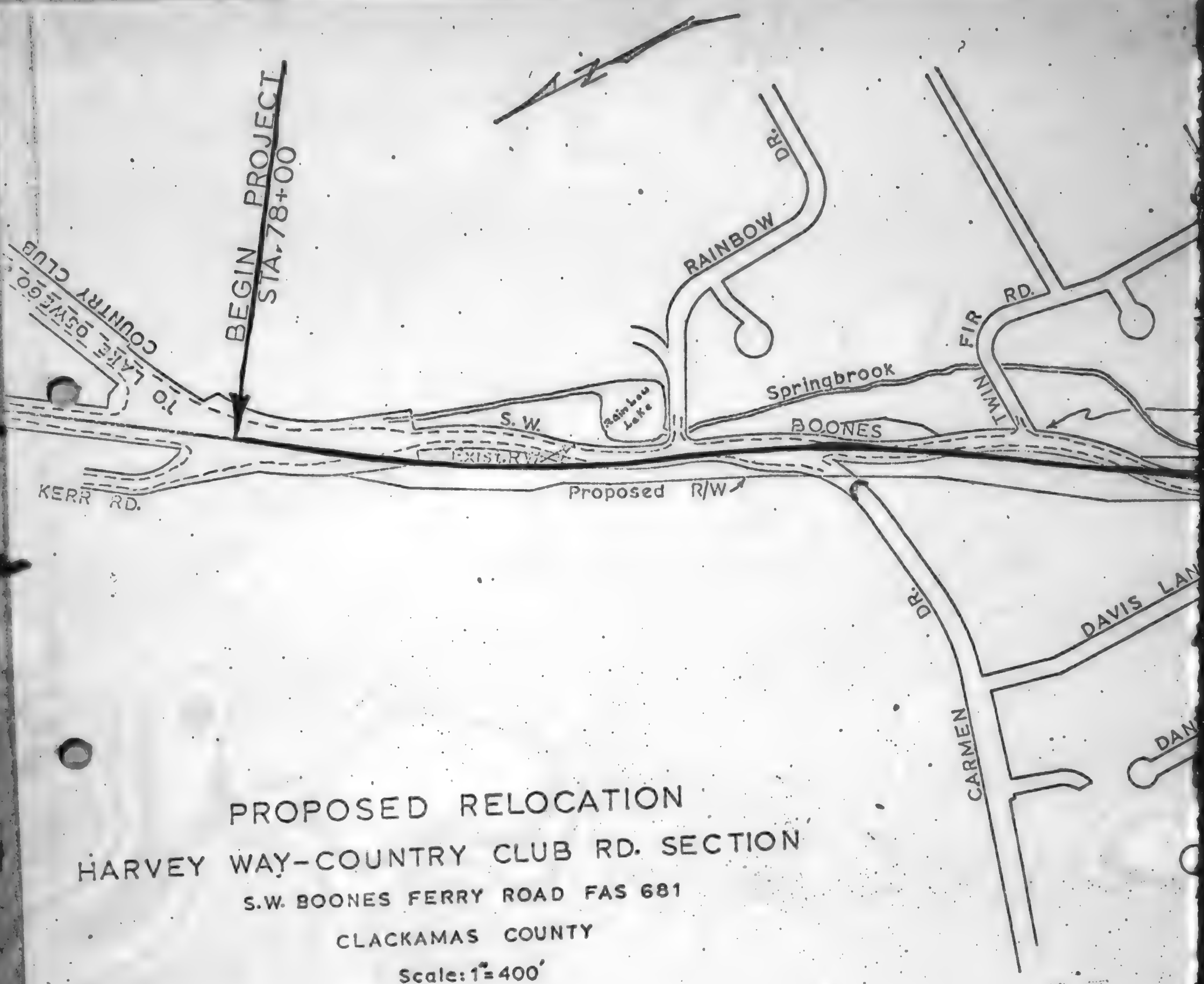
RIGHT-OF-WAY: Variable width right-of-way plus easements to be obtained by Clackamas County. Limited access control will be acquired.

EXISTING FACILITY: Two-lane facility 20 feet wide with variable width gravel shoulders.

TRAFFIC: 1968 ADT: 5,600 (south end of project)
7,100 (north end of project)

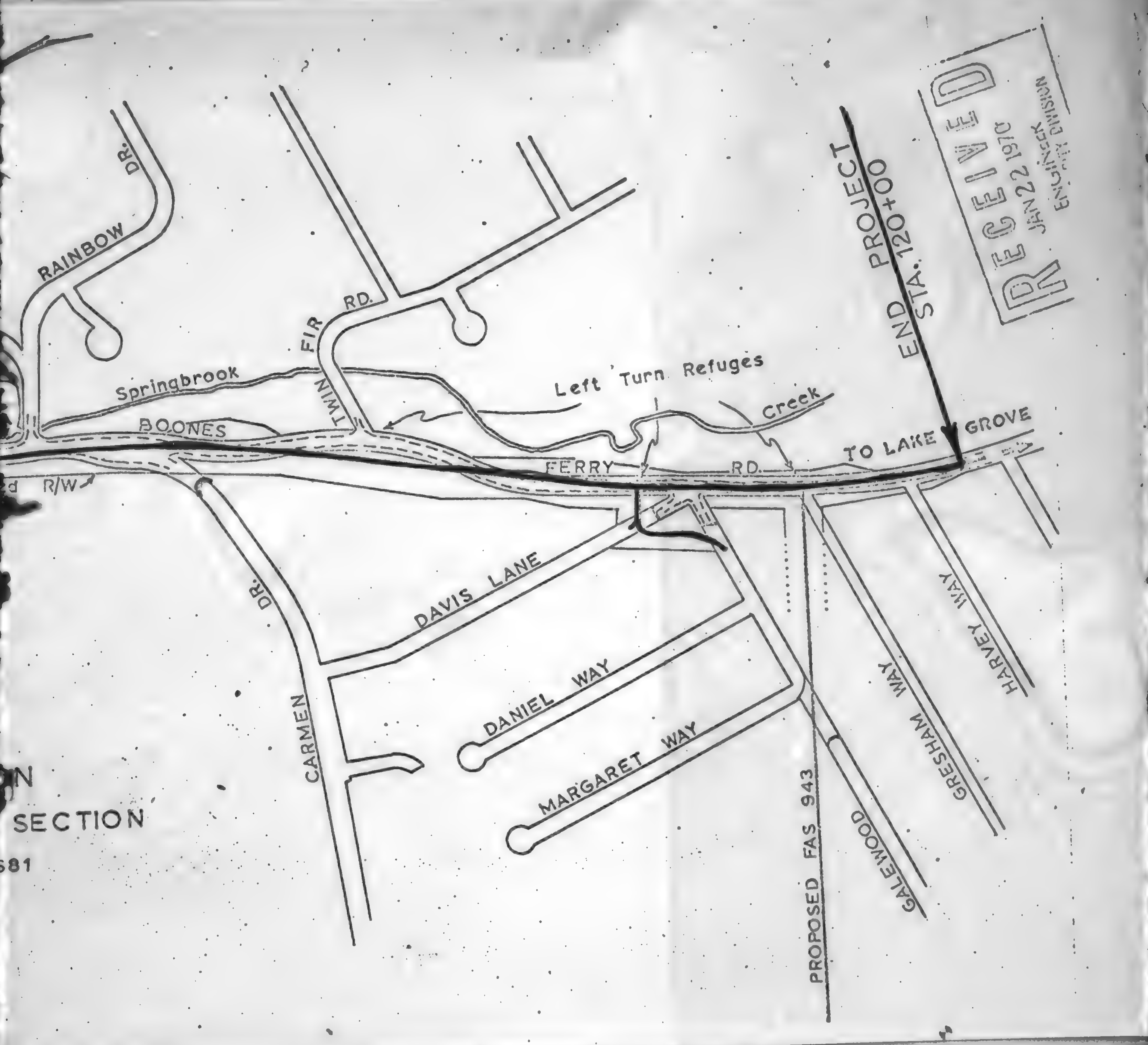
P.V.M.T.S.: S.W. Boones Ferry Road included in G-5 Future Test System as local arterial.

RHP:ljt
3/25/70


N
BEGIN PROJECT
STA. 78+00
To LAKE OSWEGO
COUNTRY CLUB
RAINBOW DR.
Rainbow Lake
Springbrook
TWIN FIR RD.
S.W. BOONES
EXIST. R/W
Proposed R/W
KERR RD.
CARMEN DR.
DAVIS LAN
DAN

PROPOSED RELOCATION
HARVEY WAY-COUNTRY CLUB RD. SECTION

S.W. BOONES FERRY ROAD FAS 681
CLACKAMAS COUNTY
Scale: 1" = 400'


RAINBOW DR.
TWIN FIR RD.
Springbrook
Creek
BOONES
FERRY RD.
Left Turn Refuges
END PROJECT
STA. 120+00
TO LAKE GROVE
d R/W
CARMEN DR.
DAVIS LANE
DANIEL WAY
MARGARET WAY
PROPOSED FAS 943
GALEWOOD
GRESHAM WAY
HARVEY WAY

N

SECTION

681

RECEIVED
JAN 22 1970
ENGINEER
CITY DIVISION

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS
902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

Robert Schumacher, Commissioner
Fred Stefani, Commissioner
Thomas Telford, Commissioner

JOHN C. McINTYRE
Director
Phone 656-2641
Ext. 281

March 31, 1970

NOTED
H. S. COX

Mr. Donald Harwell
City-County Division
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Harwell:

Re: Harvey Way-Country Club Road
Section Boones Ferry Road FAS 681

I would like to request that the Oregon State Highway Department discontinue for about a week or two at the most the design and specifications of subject project. My reason for requesting this discontinuance is that Clackamas County, as a result of the Corridor and Design hearing, is considering requesting the shifting of a portion of the alignment to the east. This shift would allow for a left turn refuge at Rainbow Terrace that wasn't in the original design. Before Clackamas County would commit itself to this request, it desires to contact property owners adjacent to the proposed line shift to determine if they would cooperate with the County regarding the additional right-of-way that will be required. It is felt that this determination can be made within two weeks and that if a favorable reaction is received, Clackamas County will be making a request for this line shift.

I can assure you that within the two week period Clackamas County will be in touch with your Department informing you of our exact position. In the meantime, your assistance is appreciated.

Very truly yours,

John C. McIntyre
Director of Public Works

By Winston W. Kurth

Winston W. Kurth
Deputy Director of Public Works

RECEIVED
APR - 2 1970
ENGINEER
COUNTY & CITY DIVISION

Copy to 1 - F Turpin
Floyd Scott
L. Rulien (Dist 8)

WWK:mak

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
HAROLD
REYNOLDSON

NOTED
P. B. [illegible]

NOTED
DON HARWELL

OREGON STATE HIGHWA DEPARTMENT

TO: Design (TERPIN)

SUBJECT: Clack. Co. FAS-C #681
Country Club Rd - Harvey Way Sect.

FROM: Co-Cty (Harwell)

DATE: March 31 - 1970

This date Winston Kurth called & requested state to stop work until further notice on the design of subject matter currently scheduled for June 4-70.

Based on testimony received at their hearing in Feb.-70, they are studying minor deviation in alignment.

Letter forthcoming from Clackamas County relative this request.

cc: Rulien

D.N. Harwell
(SIGNATURE)

PLEASE REPLY HERE

NOTED
H. S. COX

NOTED
MAINOR C. HOLMES

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

CC:

(SIGNATURE)

(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 3 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

NOTED
H. S. COX

MARCH 25, 1970
SALEM, OREGON

Mr. R. L. Schroeder
Assistant Traffic Engineer
BUILDING

Attached are maps and support data for FAS-C projects proposed by Washington and Clackamas Counties in the P.V.M.T.S. Area as follows.

CLACKAMAS COUNTY

Harvey Way-Country Club Road Section File
S.W. Boones Ferry Road, FAS 681

Hogan Road-Sixth Street Section
Clackamas-Boring Road, FAS 129

S. Tigard Interchange-Boones Ferry Road Section
Bonita Route, FAS 943

WASHINGTON COUNTY

Farmington Road-Allen Avenue Section
Murray Boulevard, FAS 630

Hunziker Street-Boones Ferry Road Section
S.W. 72nd Avenue, FAS 944

Old Scholls Ferry Road-Pacific Highway West Section
Murray Boulevard, FAS 630

Please submit the above proposed projects to CRAG for review and comment pursuant to Section 204 of The Demonstration Cities and Metropolitan Development Act of 1966.

If additional data or information is required, please advise.

Robert H. Prange
Field Engineer
County and City Department

RHP:ljt
Attachments

NOTED
MAINOR C. HOLMES

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
P. B. [illegible]

NOTED
DON HARWELL

PROJECT DATA

Re: Harvey Way-Country Club Road Section
S. W. Boones Ferry Road
FAS 681
Clackamas County

TYPE OF PROJECT: FAS-C

PROJECT DESCRIPTION: Grade, drain, base, curb and pave a four-lane facility 50 feet wide on S. W. Boones Ferry Road from Harvey Way northerly to Country Club Road in Lake Oswego.

LENGTH: 0.81 mile

ESTIMATED COST: $500,000

NUMBER OF LANES: Four 11-foot travel lanes, 2-foot median and 2-foot shy distances from the curbs.

INTERCHANGES: None (channelized intersections at main road or street crossings)

ROAD CLOSURES: Carmen Drive

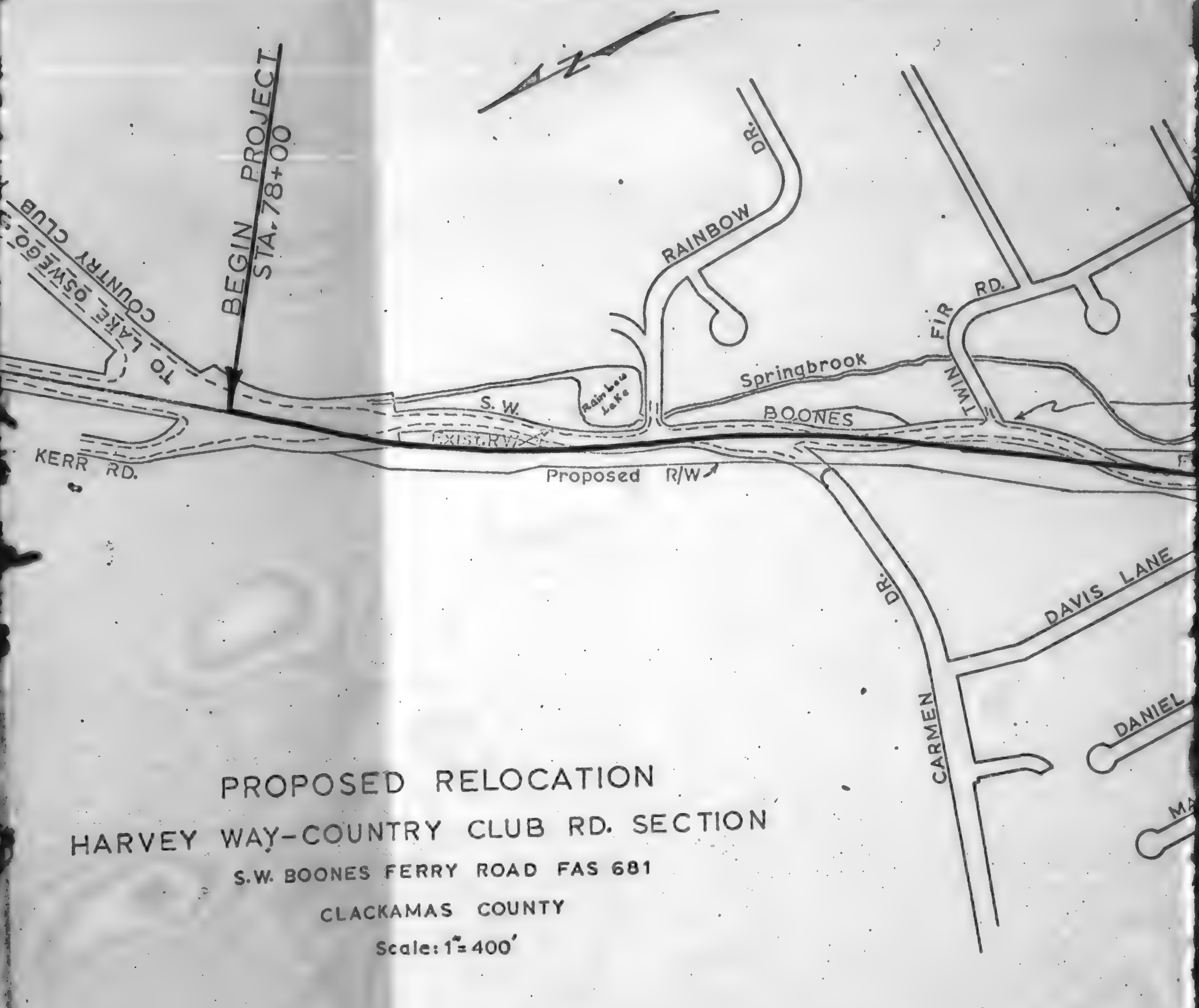
RIGHT-OF-WAY: Variable width right-of-way plus easements to be obtained by Clackamas County. Limited access control will be acquired.

EXISTING FACILITY: Two-lane facility 20 feet wide with variable width gravel shoulders.

TRAFFIC: 1968 ADT: 5,600 (south end of project)
7,100 (north end of project)

P.V.M.T.S.: S.W. Boones Ferry Road included in G-5 Future Test System as local arterial.

RHP:ljt
3/25/70


N
BEGIN PROJECT
STA. 78+00
TO LAKE OSWEGO COUNTRY CLUB
KERR RD.
S.W.
Rainbow Lake
BOONES
Exist. R/W
Proposed R/W
Springbrook
RAINBOW DR.
TWIN FIR RD.
DR.
CARMEN
DAVIS LANE
DANIEL

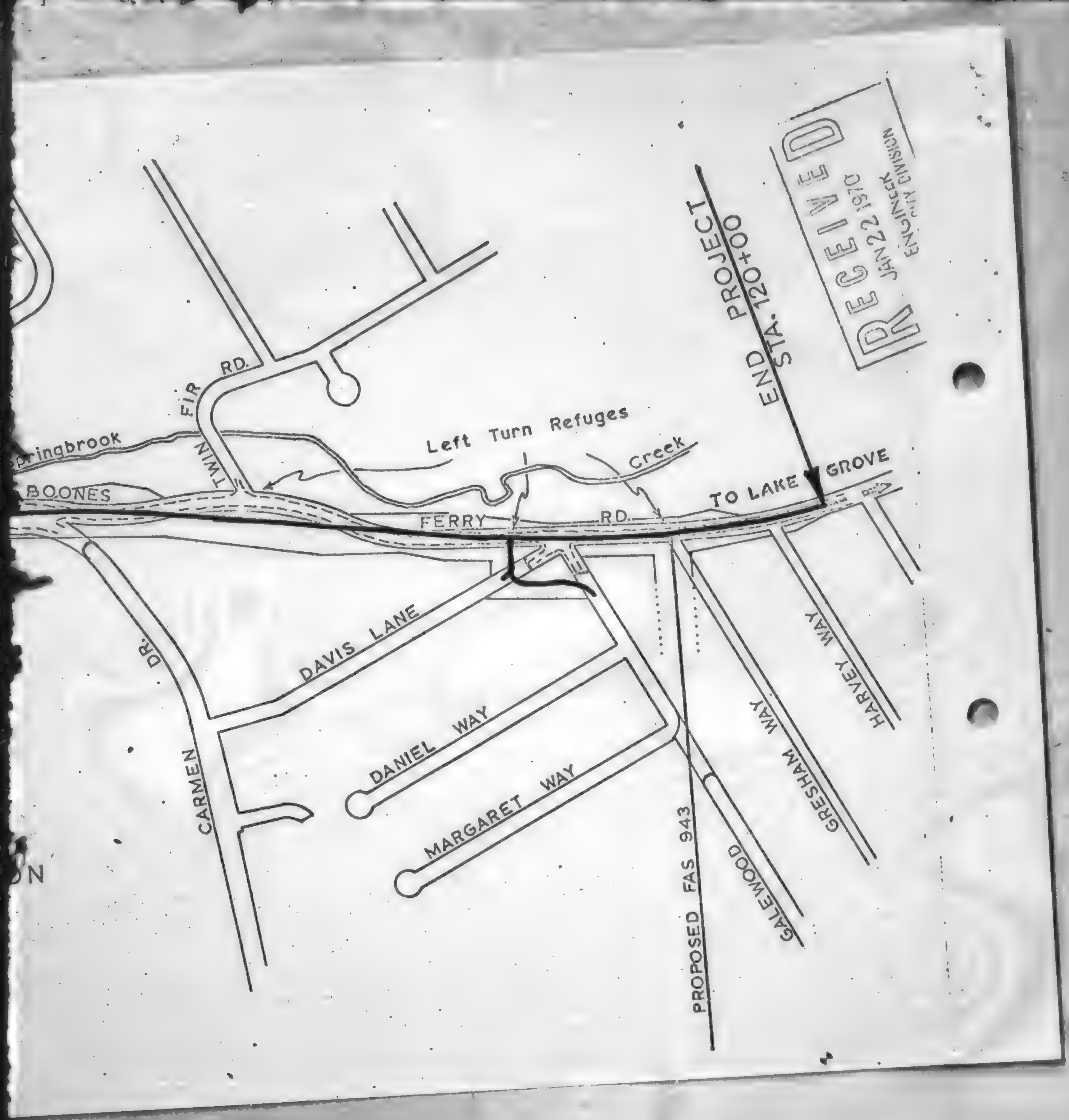
PROPOSED RELOCATION

HARVEY WAY-COUNTRY CLUB RD. SECTION

S.W. BOONES FERRY ROAD FAS 681

CLACKAMAS COUNTY

Scale: 1" = 400'


Springbrook
Creek
TWIN FIR RD.
Left Turn Refuges
BOONES
FERRY
RD.
TO LAKE GROVE
END PROJECT
STA. 120+00
DAVIS LANE
CARMEN DR.
DANIEL WAY
MARGARET WAY
PROPOSED FAS 943
GALEWOOD
GRESHAM WAY
HARVEY WAY
ON

RECEIVED
JAN 22 1970
ENGINEER
CITY DIVISION

4

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ____ Pages

Section COUNTRY CLUB ROAD - HARVEY WAY Highway F.A.S. 681 County CLACKAMAS Prefix 503-1447

Res. Engr. R. T. Ewen Approx. Length 0.82 Miles. Sta. ________ to Sta. ________ Date 3-17-70

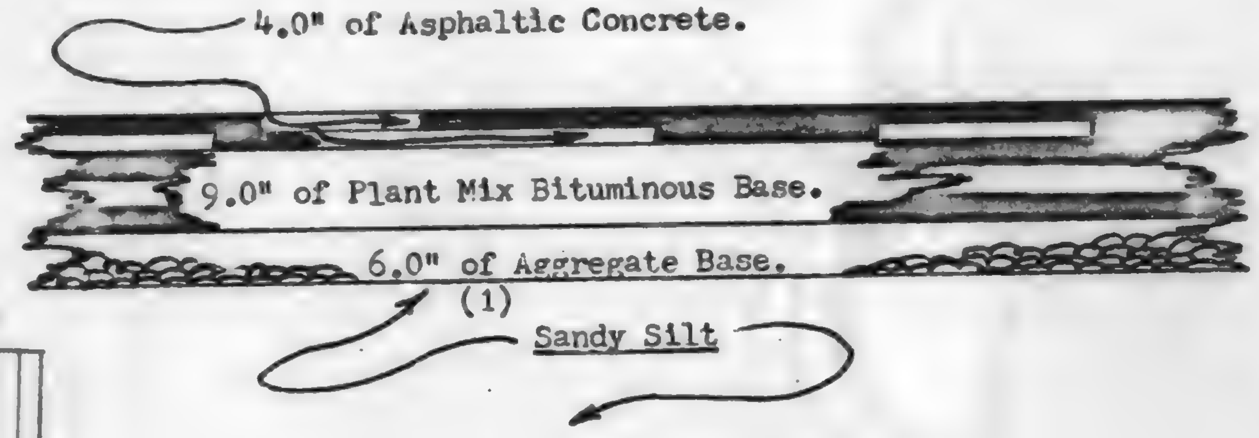
Mean Truck A.D.T. 761 Traffic Coefficient 9.3 18 kip s.a. per day 167.2.

Annual Precipitation 44"±

Frost Penetration - - - - - - -.

3-17-70

(1)
Typical Soil
26 LL
2 PI
100 %P 10
72 %P200
0 %Gravel
7 %C Sand
21 %F Sand
57 %Silt
15 %Clay
10 "R" Value



4.0" of Asphaltic Concrete.
9.0" of Plant Mix Bituminous Base.
6.0" of Aggregate Base.
(1)
Sandy Silt

CBE Total Req.	Credit	Actual Thick.	
	8.0	4.0	AC
	16.0	9.0	PMBB
	6.0	6.0	AB
29.5	30.0	19.0	

See Page 2 for remarks.

AASHO CLASSIFICATION:

A-4 (7)

MATERIAL SOURCES:
To be determined
by the Engineer.

RECEIVED
MAR 30 1970
FOR FILING

SU-5631-2
7540

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist
County-City (2)

Submitted by C. J. Gregg
for Staff Assistant

Recommended by John C. [illegible]
Engineer of Materials

Recommended by H. L. Decker
Asst Construction Engineer

Approved by F. B. Klaboe
Asst. State Highway Engineer

4010
F. B. KLABOE

SECTION: COUNTRY CLUB ROAD - HARVEY WAY

HIGHWAY: F.A.S. 681

COUNTY: CLACKAMAS

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B. [illegible]	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness
8.0-9.0	3.5"	6.0"	- - -	9.0"	- - -	27.0"	18.5"
7.0-8.0	3.5"	6.0"	- - -	6.0"	- - -	24.0"	15.5"
6.0-7.0	3.0"	5.0"	- - -	6.0"	- - -	21.0"	14.0"
5.0-6.0	2.0"	- -	2.0"	11.5"	- - -	17.5"	15.5"
Cars Only	2.0"	- -	2.0"	7.0"	- - -	13.0"	11.0"

Remarks:

Utilization of the existing roadway was not considered due to minor re-alignment, grade changes, etc.

Aggregate Base and Plant Mix Bituminous Base has been recommended for this section rather than Cement Treated Base and Lime Treated Subgrade due to the high traffic volume and the need to maintain traffic through the project during construction.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Cement Treated Base = 1.8" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specifications plus Supplementals)
1.0" Lime Treated Subgrade = 0.8" Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

TRAFFIC ANALYSIS

SECTION: COUNTRY CLUB ROAD - HARVEY WAY

HIGHWAY: F.A.S. 681

COUNTY: CLACKAMAS

9,000 Present ADT (1970)

4.5 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	260	2.8	728	494	450	222,300
3	75	2.8	210	143	1000	143,000
4	5	2.8	14	10	1250	12,500
5	60	2.8	168	114	3180	362,520
6	0				2570	- - - -
				761	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 740,320

TWENTY YEAR EWL 14,806,400

TRAFFIC COEFFICIENT 9.3

SECTION: COUNTRY CLUB ROAD - HARVEY WAY

HIGHWAY: F.A.S. 681

COUNTY: CLACKAMAS

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good x Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Asphaltic Concrete or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers Asphaltic Concrete
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as this is a short section (0.82± mi.) with no P.C.C. in the immediate area. See Page 2 for remarks on traffic.

NOTED
H. S. COX

SALEM, OREGON
March 10, 1970

Harvey Way-Country Club Road Section
S. W. Boones Ferry Road
FAS 681
Clackamas County

Mr. D. J. Barbee
Design Engineer
BUILDING

Attention: Mr. P. B. Carstensen

The survey data for the above project has been examined and it has been found to be consistent with the project requested by the County and approved by the Highway Commission.

The mylar field map is not with the project data and is being sent in by Division A office.

Harold Reynoldson
Planning Engineer
County and City Department

HR:ljt

~~[illegible]~~

NOTED
HAROLD
REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

NOTED
P. B. [illegible]

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Noted
Oscar H. Norberg

RECEIVED
MAR 16 1970
FOR FILING

SU-563(2)
7540

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

March 10, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
Highway Building
Salem, Oregon 97310

HIGHWAY PROJECTS--
TWENTY MILE (TWENTY MILE) BRIDGE SECTION, FAS 902
PILOT ROCK-EAST BIRCH CREEK BRIDGE SECTION, FAS 758
AIRSTRIP RD.-PUDDING RIVER BR. SECTION, FAS 117
COUNTRY CLUB ROAD-HARVEY WAY SECTION, FAS 681
SW. HUNZIKER ST.-LOWER BOONES FERRY RD, SECTION, FAS 943
S. TIGARD INTERCHANGE-BOONES FERRY ROAD SECTION, FAS 943
BARTH CROSSING-U.S. 30 CONNECTION SECTION, FAS 470
FRENCHGLEN HWY.-WILDLIFE HDQTS. SECTION, FAS 824

The above projects have been coordinated with the interested state agencies and all concur with the projects. The provisions of Highway Safety Program Standard No. 312 should be complied with.

The accomplishment of these projects should result in improved traffic safety on these roads.

Ed

Edward G. Westerdahl, II

Young
3-11-70

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MAR 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
H. S. COX

2-24-70

SECTION: COUNTRY CLUB ROAD - HARVEY WAY

HIGHWAY: F.A.S. 681

COUNTY: CLACKAMAS

"PRELIMINARY BASE DESIGN RECOMMENDATIONS"

"R" Value	10
Traffic Coefficient (1970-1990 Design Year)	9.3
Crushed Base Equivalent Requirement	29.5"

ACTUAL THICKNESS		CREDIT
4.0"	Asphaltic Concrete	8.0"
9.0"	Plant Mix Bituminous Base	16.0"
6.0"	1½"-0 Crushed Base	6.0"
19.0"		30.0"

Note:
Crushed Base has been recommended for this section rather than Lime Treated Subgrade due to the high traffic volume, and the need to maintain traffic through the project during construction.

1.0" Asphaltic Concrete Wearing Surface = 2.0" Crushed Base
1.0" Asphaltic Concrete Base = - -" Crushed Base
1.0" Cement Treated Base = 1.8" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base
1.0" Lime Treated Subgrade = 0.8" Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions. Should substitutions be made use the "Crushed Base Equivalent Requirement" of 29.5" and the table shown above for equivalencies.

Handed to [illegible] Kirk 2/24/70

NOTED
R. H. PRANGE

cc County - City
Division Engineer
Resident Engineer
Division Geologist

NOTED
MAINOR C. HOLMES

NOTED
P. B. [illegible]

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Noted
Oscar H. Norberg

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JAN 22 1970
ENGINEER
COUNTY & CITY DIVISION

FAS 681 - Hearing

NOTED
H. S. COX

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS
902 ABERNETHY ROAD OREGON CITY, ORE. 97045

Robert Schumacher, Commissioner
Fred Stefani, Commissioner
Thomas Telford, Commissioner

JOHN C. McINTYRE
Director
Phone 656-2641
Ext. 281

January 21, 1970

Bob-Hal

City-County Division
Oregon State Highway Department
Salem, Oregon 97310

Gentlemen:

Please find enclosed a map and notice pertaining to the Corridor and Design hearing that Clackamas County is planning to hold regarding proposed plans for future right-of-way acquisition and construction on the Harvey Way to Country Club Road section of Boones Ferry Road, also known as County Market Road No. 13, lying partially in the City of Lake Oswego, Clackamas County, Oregon. The notice will appear as a paid advertisement in the Oswego Review under date of January 21, 1970 with four subsequent printings to follow at weekly intervals.

The proposal consists of the reconstruction of Boones Ferry Road within the above limits to a four-lane facility with turning refuges provided at the intersection with Twin Fir Road, Davis Road and Bonita to I-5 route. Modifications of some intersecting streets are, also, proposed.

The public hearing planned for Thursday, February 26, 1970 to be held in the Council Chambers of the City Hall, Lake Oswego, Oregon, at 7:30 o'clock p.m. will be informative and of general interest and anyone desiring to express an opinion relating to this Corridor proposal is invited to do so. In addition, written statements may be submitted at the hearing or to the Clackamas County Public Works Department, 902 Abernethy Road, Oregon City, Oregon within ten (10) days after the public hearing.

As stated in the notice, prior to the public hearing interested persons are invited to preview the proposed Corridor and exhibit maps at a preliminary meeting at 6:30 o'clock p.m. in the Council Chambers.

Qualified State and County personnel will be in attendance to answer any questions from the floor and to discuss the proposal, including relocation assistance programs, with those persons who may be affected by the project.

Yours very truly,

John C. McIntyre
Director of Public Works

By Winston W. Kurth

Winston W. Kurth
Deputy Director of Public Works

copy D.J. Barbee
L.W Rulien
L.H. Young
B.P.R.

NOTED
R. H. PRANGE

NOTED
HAROLD
REYNOLDSON

WWK:mak

Encls.

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
[illegible] HOLMES

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

For Insertion in Oswego Review

NOTICE

Notice is hereby given that Clackamas County proposes to hold a Corridor and Design Hearing pertaining to its' proposed plans for future right-of-way acquisition and construction on the Harvey Way to Country Club Road section of Boones Ferry Road, also known as County Market Road No. 13, lying partially in the City of Lake Oswego, Clackamas County, Oregon.

The proposal consists of the reconstruction of Boones Ferry Road within the above limits to a four-lane facility with turning refuges provided at the intersection with Twin Fir Road, Davis Road and Bonita to I-5 route. Modifications of some intersecting streets are, also, proposed.

Prior to the public Hearing, interested persons are invited to preview the proposed highway design and exhibit maps at a preliminary meeting at 6:30 o'clock p.m., Thursday, February 26, 1970 in the Council Chambers of the City Hall, Lake Oswego, Oregon.

The public Hearing pertaining to the Corridor will be held promptly at 7:30 o'clock p.m., Thursday, February 26, 1970 in the Council Chambers of the City Hall, Lake Oswego, Oregon. At this time any one desiring to express an opinion relating to this Corridor or Design proposal is invited to do so. In addition, written statements may be submitted at the Hearing or to the Clackamas County Public Works Department, 902 Abernethy Road, Oregon City, Oregon within ten (10) days after the public Hearing.

Clackamas County personnel will be present to discuss the proposal, including relocation assistance programs, with those persons who may be affected by the project.

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JAN 22 1970
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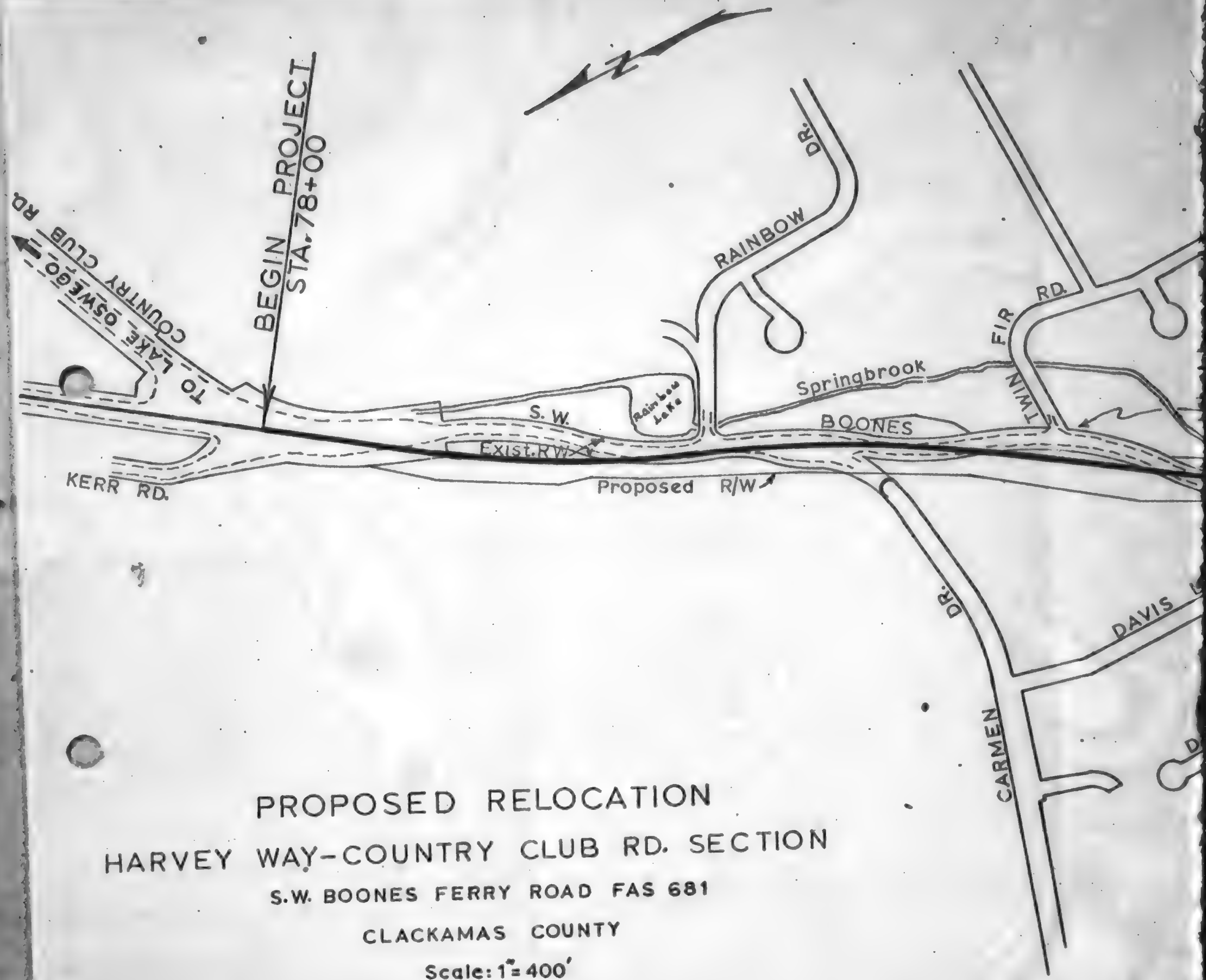
COUNTY & CITY DIVISION


N
BEGIN PROJECT
STA. 78+00
TO LAKE OSWEGO
COUNTRY CLUB RD.
RAINBOW DR.
TWIN FIR RD.
Springbrook
Rainbow Lake
S.W.
BOONES
Exist. R/W
Proposed R/W
KERR RD.
CARMEN DR.
DAVIS

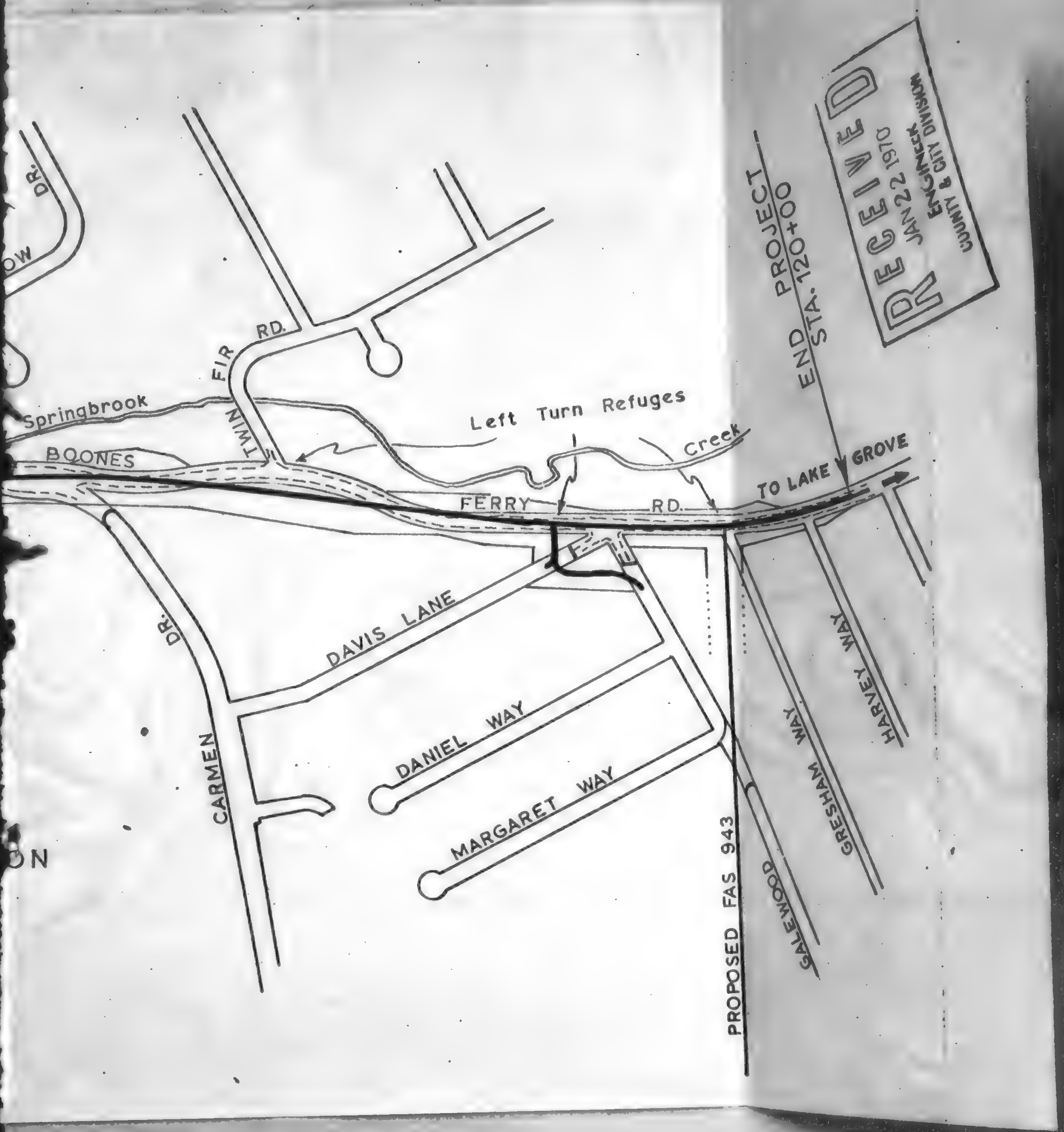
PROPOSED RELOCATION

HARVEY WAY-COUNTRY CLUB RD. SECTION

S.W. BOONES FERRY ROAD FAS 681

CLACKAMAS COUNTY

Scale: 1" = 400'


OW
DR.
TWIN FIR RD.
Springbrook
Creek
Left Turn Refuges
BOONES
FERRY RD.
END PROJECT
STA. 120+00
TO LAKE GROVE
DAVIS LANE
DR.
CARMEN
DANIEL WAY
MARGARET WAY
PROPOSED FAS 943
GALEWOOD
GRESHAM WAY
HARVEY WAY
ON

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JAN 22 1970
ENGINEER
COUNTY & CITY DIVISION

GAME COMMISSION
OFFICE OF THE DIRECTOR
P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

DEC 2 - 1969
FOR FILING
7540

November 28, 1969

cc's sent 12-2-69

F.B. Klaboe /
L.H. Young
T.C. Roake (3)
C.G. Swenson
F.E. Terpin (3)
W.H. Tebeau
L.W. Rulien (4)
R.D. Asburry (2)

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sir:

We have reviewed the prospectuses sent with your letter of November 3, 1969 for the projects as follow:

1. South Tigard Interchange-S.W. Boones Ferry Road Section
   Bonita Throughway, FAS 943, Clackamas County
2. Harvey Way-Country Club Road Section
   S.W. Boones Ferry Road, FAS 681, Clackamas County
3. Nestucca River (Ollie Woods) Bridge Section
   Blaine Road, FAS 613, Tillamook County

There will be no wildlife problems in connection with the first two projects.

Regarding the Nestucca River Bridge Section, protection must be provided for the various runs of anadromous fish utilizing the stream. Both fall and spring chinook, coho salmon, summer and winter strains of steelhead trout, and cutthroat trout are present or moving through the area at various times of the year. Angling for the various species is pursued at all times of the year. Rigid precautions for preservation of water quality should be taken, and fish passage must be maintained at all times. When design is completed we would appreciate being notified, as the timing of any work in the stream will be important depending on the construction plans.

We appreciate the opportunity to comment on this work at this time.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. OFC

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DEC 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 6 - 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

SU-563(2)
7540

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

November 3, 1969

Mr. John McKean
State Game Director
Oregon State Game Commission
Post Office Box 3503
Portland, Oregon 97208

Attention: Mr. R.O. Koski

Dear Sir:

Attached are the following prospectuses for location surveys proposed by the Oregon State Highway Division:

South Tigard Interchange-S.W. Boones Ferry Road Section
Bonita Throughway, FAS 943, Clackamas County

Harvey Way-Country Club Road Section
S.W. Boones Ferry Road, FAS 681, Clackamas County

Nestucca River (Ollie Woods) Bridge Section
Blaine Road, FAS 613, Tillamook County

These propspectuses are forwarded to satisfy requirements of the Bureau of Public Roads in their Instructional Memorandum 21-5-63 dated June 12, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By Original signed by
Frank L. Hall

Frank L. Hall
Assistant Design Engineer

cc: F.B. Klaboe
L.H. Young
T.C. Roake (3)
C.G. Swenson
F.E. Terpin (3)
W.H. Tebeau
L.W. Rulien (4)
R.D. Asburry (2)

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OFFICE OF
STATE HIGHWAY ENGINEER

Attach.

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NOV 5 - 1969
FOR FILING

S11-563(2)
7540

PREFIX NO. 503-1447

10-30-69

LOCATION PROSPECTUS
HARVEY WAY-COUNTRY CLUB ROAD SECTION
S.W. BOONES FERRY ROAD, FAS 681
CLACKAMAS COUNTY

HIGHWAY:	S.W. Boones Ferry Road. Federal-aid Secondary No. 681.
TERMINI:	Beginning at MP 4.06, said point being at the intersection of Country Club Road; thence southerly to MP 4.88, which point is near Harvey Road.
PROGRAM:	1969 FAS-C project.
LENGTH:	The total length of this section will be approximately 0.82 mile.
NARRATIVE:	This will be a location survey to prepare plans, specifications and estimate for grading and paving for the construction of a four-lane facility following the existing two-lane roadway. No reconnaissance has been made. No more than routine soil work is anticipated. No special drainage problems are anticipated. No economic analysis has been made by the State. A 2200-foot dirt landing field is located 0.8 mile northeast; no conflict is anticipated. Improvement has been authorized using County FAS funds.
CHARACTERISTICS:	Existing 1968 ADT is 7,100; projected ADT is 13,490.
STANDARDS:	Class A(4). Maximum 8 degree curve and maximum 5 percent grade. Deviations are anticipated from State and AASHO standards with 11-foot travel lanes, 2-foot median, and 2-foot shy distance.
TYPICAL SECTION:	The main line typical section will consist of four 11-foot travel ways with 2-foot shy distance, and 2-foot median.
STRUCTURES:	None required.
ACCESS:	Under County jurisdiction.
MATERIAL:	Suitable material available from private commercial sources. Locations will be referenced during time of survey.
UTILITIES:	Routine utility adjustments will be necessary.

NOTED
R. L. PORTER

NOTED
FORREST COOPER

ADD'L FACILITIES: No major stream crossings or airports affected by this project. Channelization to be investigated at Carman Drive and proposed Bonita Throughway.

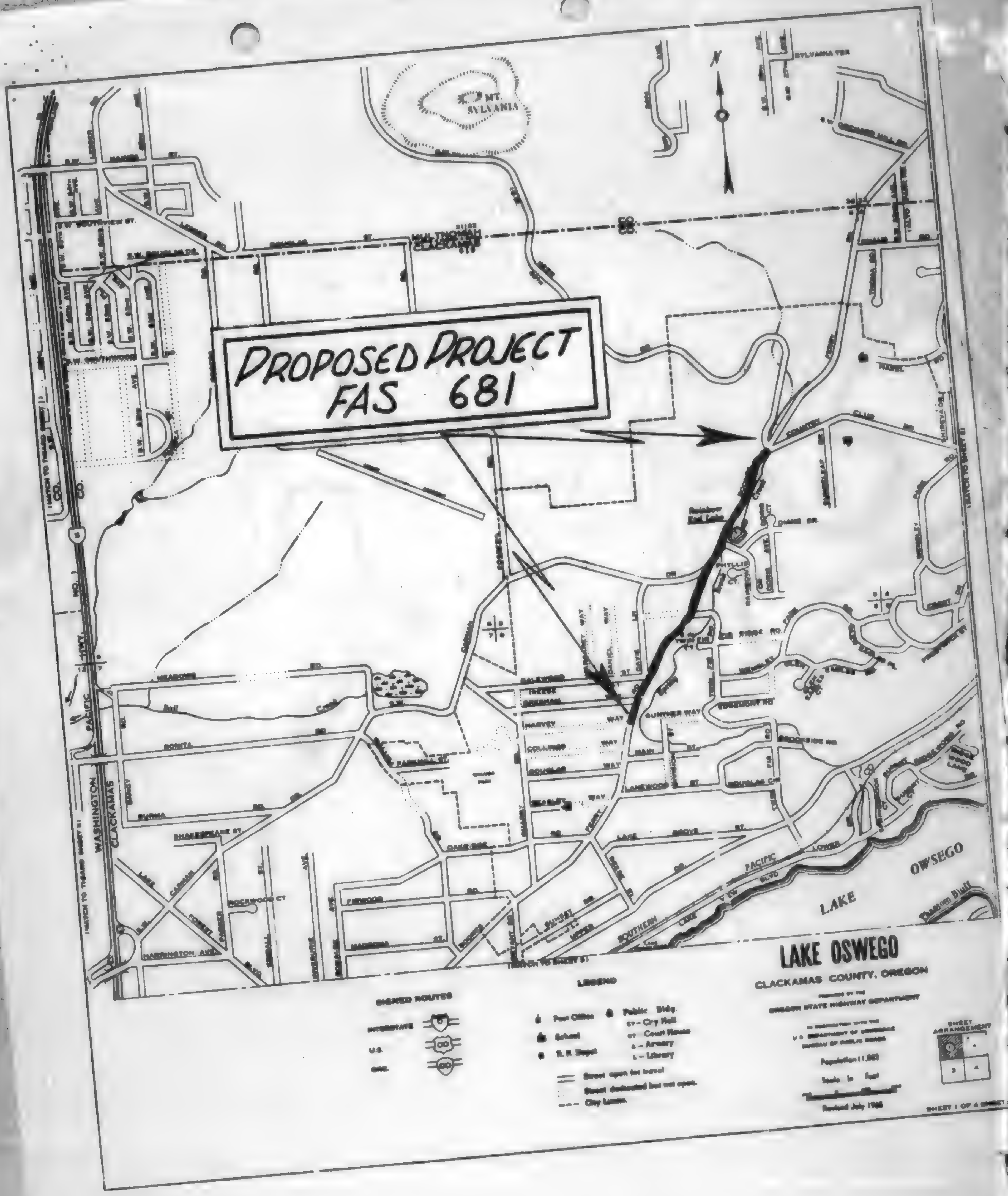
AGREEMENTS: Agreements with Clackamas County and the City of Lake Oswego will be necessary. An opportunity for a hearing will be offered.

PARKS: None affected.

Attachment
October 30, 1969

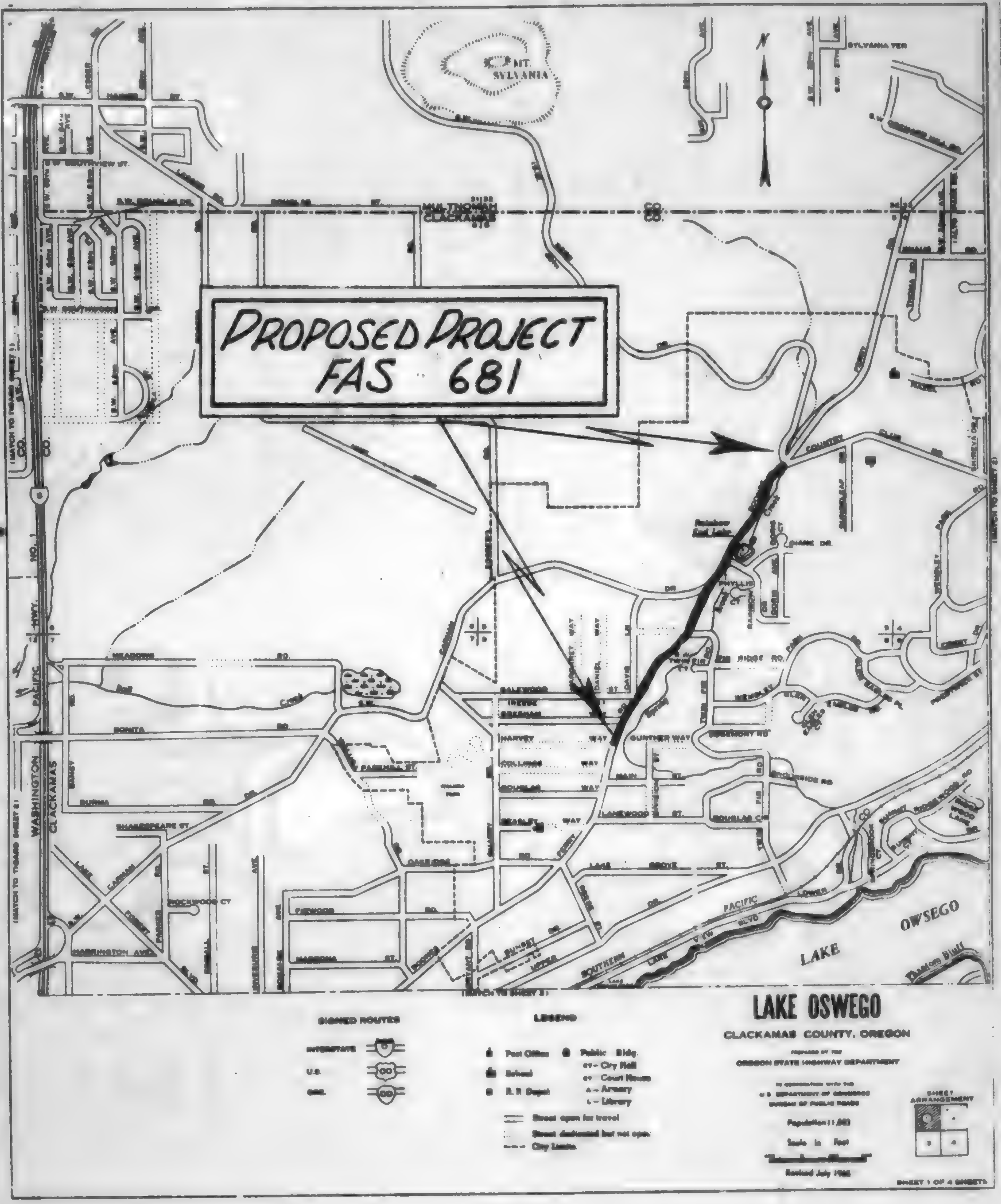
cc: Oregon State Game Commission
Bureau of Public Roads (3)
L.W. Rulien (3)
Forrest Cooper
Tom Edwards
F.B. Klaboe
V.D. Wolfe
D.J. Barbee
F.B. Crandall
F.L. Hall
E.S. Hunter
Ivan Merchant (4)
D.H. Moehring (3)
F.D. Morgan
L.H. Young
J.M. Cartwright (2)
R.N. Chase
H.S. Cox (2)
B.L. Gifford
W.N. Hackleman
V.J. Johnson
A.D. Olson
R.E. Olson
Jack Rowland
Robert Royer
C.G. Swenson
W.H. Tebeau
F.E. Terpin
F.W. Yarbrough (2)

RECEIVED
NOV 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER



PROPOSED PROJECT
FAS 681

N
MT. SYLVANIA
MULTNOMAH
CLACKAMAS
DOUGLAS ST.
COUNTRY CLUB
DIANE DR.
PHYLLIS
MEADOWS RD.
Ball Creek
BONITA
EUREKA
SHAKESPEARE ST.
LAKEWOOD
GUNTHER WAY
HARVEY
COLLINS
WASHINGTON
CLACKAMAS
PACIFIC HWY.
ROCKWOOD CT
HARRINGTON AVE.
SOUTHERN PACIFIC
LAKE
OSWEGO
Phantom Bluff
LAKE OSWEGO
CLACKAMAS COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 11,860
Scale in Feet
Revised July 1966
LEGEND
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
Post Office
School
R.R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open.
City Limits
SHEET ARRANGEMENT
1
2
3
4
SHEET 1 OF 4


PROPOSED PROJECT
FAS 681
N
MT. SYLVANIA
MULTNOMAH CO.
CLACKAMAS CO.
WASHINGTON
CLACKAMAS
PACIFIC HWY. NO. 1
COUNTRY CLUB
MEADOWS RD.
BONITA
DURHAM
SHAKESPEARE ST.
HARRINGTON AVE.
ROCKWOOD CT
FIRWOOD RD.
HARVEY WAY
COLLINS WAY
DOUGLAS WAY
LANEWOOD ST.
LAKE GROVE ST.
SOUTHERN PACIFIC
LAKE VIEW BLVD
SUNSET
LAKE
OWSEGO
(MATCH TO SHEET 3)
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
Public Bldg.
School
R. R. Depot
City Hall
Court House
Armory
Library
Street open for travel
Street dedicated but not open
City Limits
LAKE OSWEGO
CLACKAMAS COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Scale in Feet
SHEET ARRANGEMENT
SHEET 1 OF 4 SHEETS

RECEIVED
SEP 25 1969

SU-543(2)
7540

September 25, 1969

Oregon State Highway Commission

Gentlemen:

Attached are tabulations describing seven Federal Aid Secondary projects: three in Clackamas County, one each in Lake and Tillamook Counties, and two in Wallowa County.

The first project requested by Clackamas County is for a traffic control signal on King Road (FAS 133), just east of the city of Milwaukie at the intersection with Linwood Avenue. The FAS funds required for this project are estimated to be $15,000 of which $3,000 will be the cost to the State.

The second project Clackamas County has requested is for the Harvey Way-Country Club Road Section of FAS 681. This is to be a four-lane curbed section and will extend from the recently completed Harvey Way-Madrona Street Section to Country Club Road. The FAS funds required for this project are estimated to be $400,000 of which $80,000 will be the cost to the State.

The other project requested by Clackamas County is on FAS 943 and is a 68-foot curbed section extending from the South Tigard Interchange to Boones Ferry Road. This is a new route with only a very small portion being over existing roadways and streets and will make a junction with the above-requested Harvey Way-Country Club Road Section. The FAS funds required for this project are estimated to be $625,000 of which $125,000 will be the cost to the State.

Lake County's requested project is for a bridge over Twenty Mile Creek on Twenty Mile Road (FAS 902). This route goes south out of Adel into California. The FAS funds required for this project are estimated to be $25,000 of which $5,000 will be the cost to the State.

The request by Tillamook County is for a bridge over the Nestucca River on Blaine Road (FAS 613), just east of the community of Beaver. The FAS funds required for this project are estimated to be $200,000 of which $40,000 will be the cost to the State.

The two requested projects in Wallowa County are for two bridges over Bear Creek and are both just west of the city of Wallowa. One of the bridges is on Bear Creek Road (FAS 468), and the other is on Diamond Prairie Road (FAS 491). The total FAS funds required for these two bridges are estimated to be $105,000 of which $21,000 will be the cost to the State.

These projects will be on the agenda for the September 30 meeting and I recommend their approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
L. H. Young
V. E. Skoog

HR:mm sr

CLACKAMAS COUNTY
PROPOSED PROJECT (1969 Funds)

FAS 681 - Boones Ferry Road, Harvey Way-Country Club Road Section; grade, drain, base, curb and pave, $400,000.

Grade, drain, base and pave with A.C. a roadway on improved alignment 50 feet wide between curbs, with 5-foot A.C. footpaths. Project is to include traffic control signing. Timber to be reserved for owner.

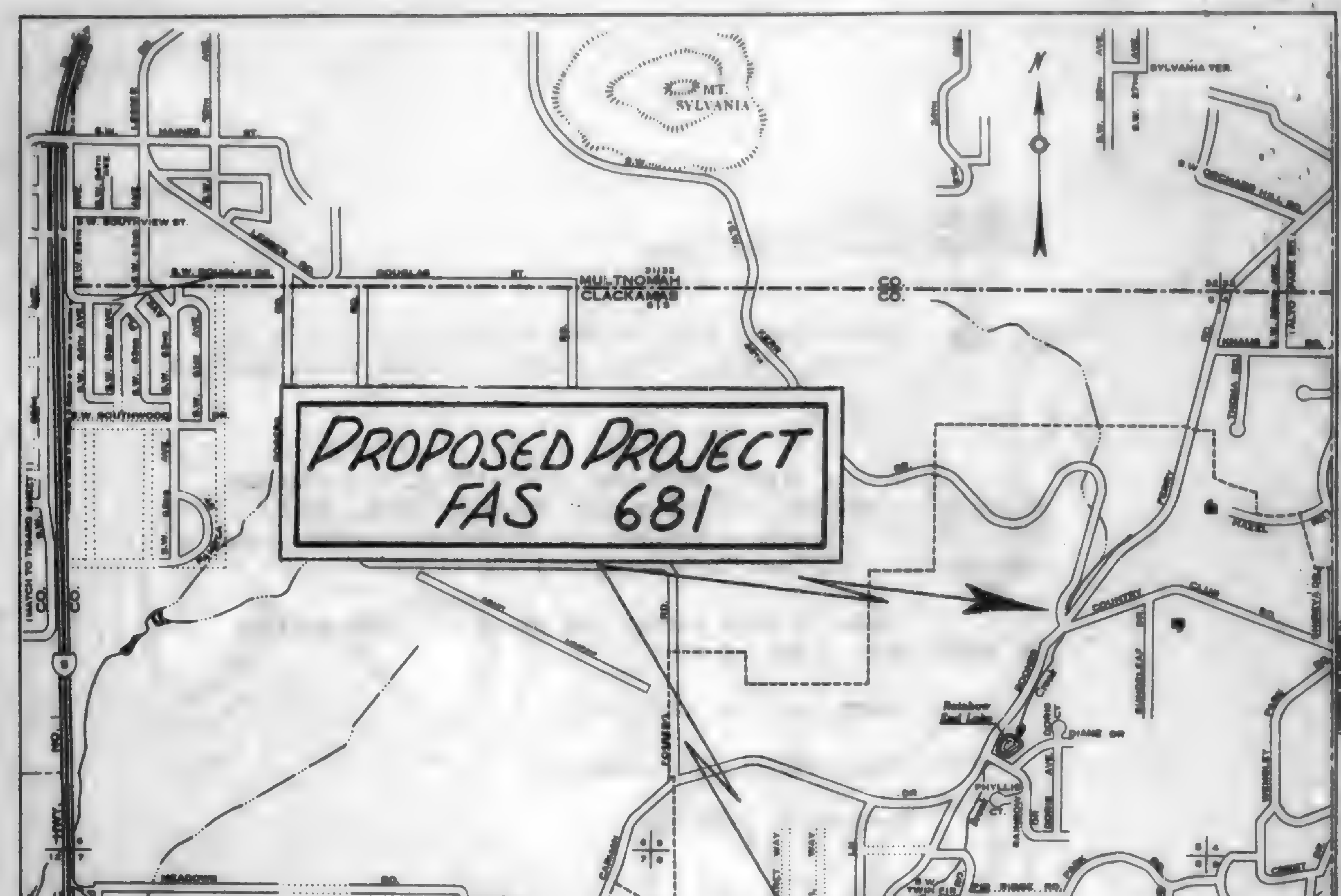
State to make survey and plans and make options for additional right of way.

County will do striping.

Utilities are involved.

Hearing is required.

69-g
9/3/69



PROPOSED PROJECT
FAS 681

MT. SYLVANIA
N
MULTNOMAH CO.
CLACKAMAS CO.
S.W. ORCHARD HILL RD.
SYLVANIA TER.
S.W. SOUTHVIEW ST.
S.W. DOUGLAS DR.
DOUGLAS ST.
S.W. SOUTHWOOD DR.
COUNTRY CLUB RD.
Rainbow Bowl Lakes
DIANE DR
PHYLLIS
MEADOWS RD.
BONITA RD.
BURMA RD.
SHAKESPEARE ST
GALEWOOD
REESE
GRESHAM
HARVEY WAY
GUNTHER WAY
COLLINS WAY
DOUGLAS WAY
BEARLEY WAY
LAKEWOOD ST.
MAIN ST.
EDGEMONT RD.
CARRIAGE
FIRWOOD RD.
MADRONA ST.
SUNSET
UPPER
SOUTHERN PACIFIC
LAKE VIEW BLVD
LAKE OSWEGO
WASHINGTON
CLACKAMAS
PACIFIC HWY. NO. 1
(MATCH TO TIGARD SHEET 1)
(MATCH TO SHEET 3)
(MATCH TO SHEET 2)
LAKE OSWEGO
CLACKAMAS COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 11,003
Scale in Feet
Revised July 1963
SHEET ARRANGEMENT
1
2
3
4
SHEET 1 OF 4 SHEETS
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
School
R. R. Depot
Street open for travel.
Street dedicated but not open.
City Limits.

PROPOSED FISCAL YEARS 1969 & 1970 COUNTY FAS PROJECTS

County	FAS	Section & Description	Programmed Amount	FAS Funds
Clackamas	133 Lights [illegible]	Intersection of King Road and Linnwood Avenue Section, King Road, 1.82 miles. Traffic control signal.	$ 15,000	1969
Clackamas	681 Lo Bds Clack	Harvey ~~Way-~~Country Club Road Section, Boones Ferry Road, 1.82 miles. Grade, drain, base, curb, and pave.	400,000	1969
Clackamas	943 Lo Bds Clack	South Tigard Interchange-Boones Ferry Road Section, 1.4 miles. Grade, drain, base, curb, and pave.	625,000	1969
Lake	902 Br TW.	Twenty Mile Creek (Twenty Mile) Bridge Section, Twenty Mile Road. Structure.	25,000	1969
Tillamook	613 Br A-Z	Nestucca River (Ollie Woods) Bridge Section, Blain Road. Structure.	200,000	1969
Wallowa	468 Br A-Z	Bear Creek Bridge Section, Bear Creek Road. Structure.	60,000	1969
Wallowa	491 Br A-Z	Bear Creek Bridge Section, Diemond Prairie Road. Structure.	45,000	1969
		Total	$1,370,000	

SUMMARY BY FISCAL YEARS	1969	1970	TOTAL
Allocated Funds	$3,969,000	$5,089,000	$9,058,000
Approved Funds (Corrected to date)	3,969,000	864,000	4,833,000
Unprogrammed Balance	$ --	$4,225,000	$4,225,000
Projects Proposed 9/30/69	--	1,370,000	1,370,000
Unprogrammed Balance.............	$ --	$2,855,000	$2,855,000

69-g
9/22/69

September 17, 1969

MEMO TO FILES

Harvey Way - Country Club Road Section
Boones Ferry Road
FAS 681
Clackamas County

This request on Boones Ferry Road is to be a continuation of the Harvey Way - Madrona Street Section, and is basically the continuation of a city street. This project is to be a 50' curb section, and will include four 11' travel lanes, 2' median and a 2' shy distance.

This ~~40~~ 50' curb section does not meet standards, but has been approved by the B.P.R. (Mr. Christianson) after considering the following:

1. This project is through some very adverse terrain and through a residential area.
2. This portion of this route is but an interim facility for the through traffic until the planned inter-county route in this area is completed.

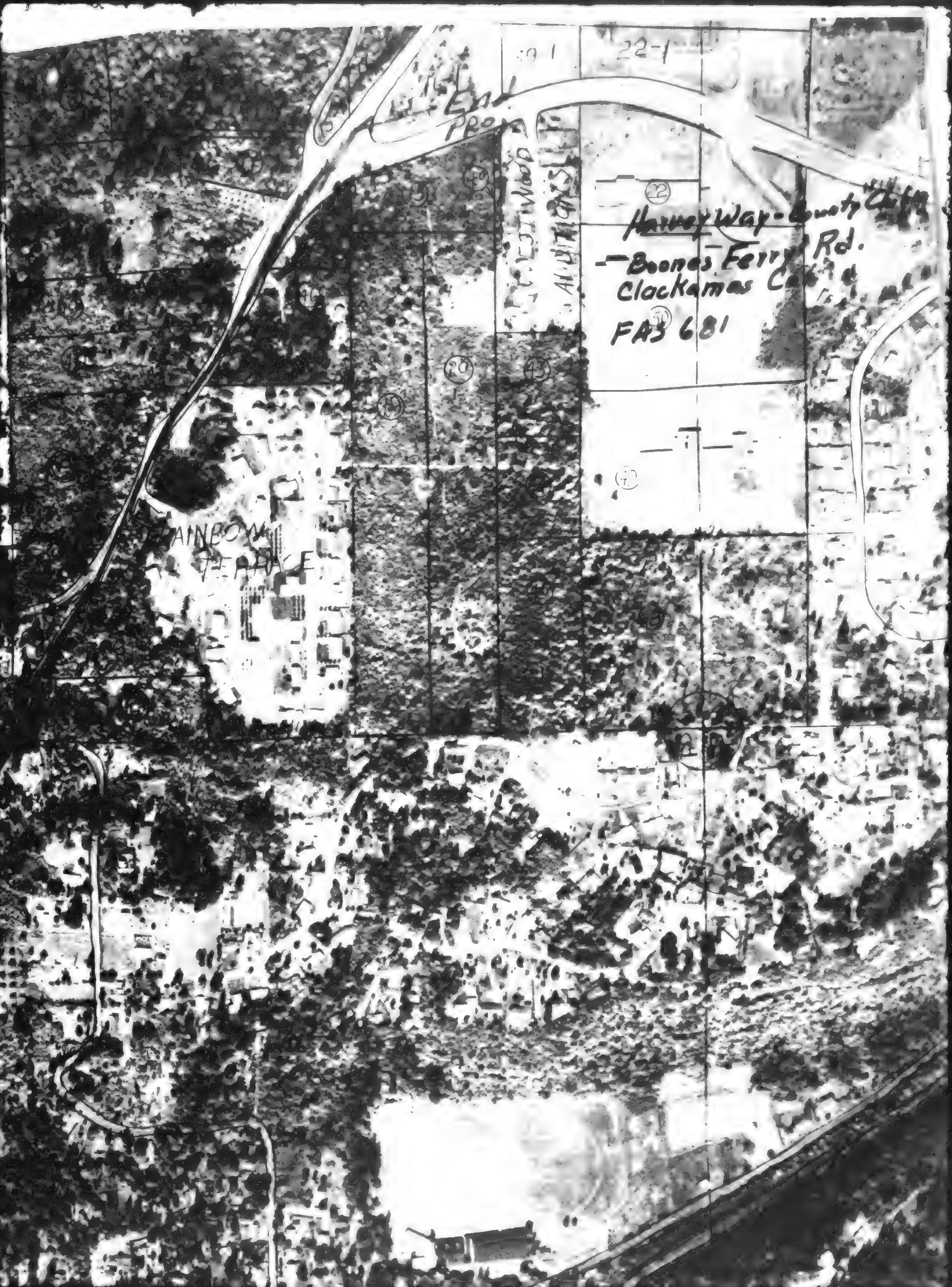
Harold Reynoldson
Harold Reynoldson
Planning Engineer
County and City Division

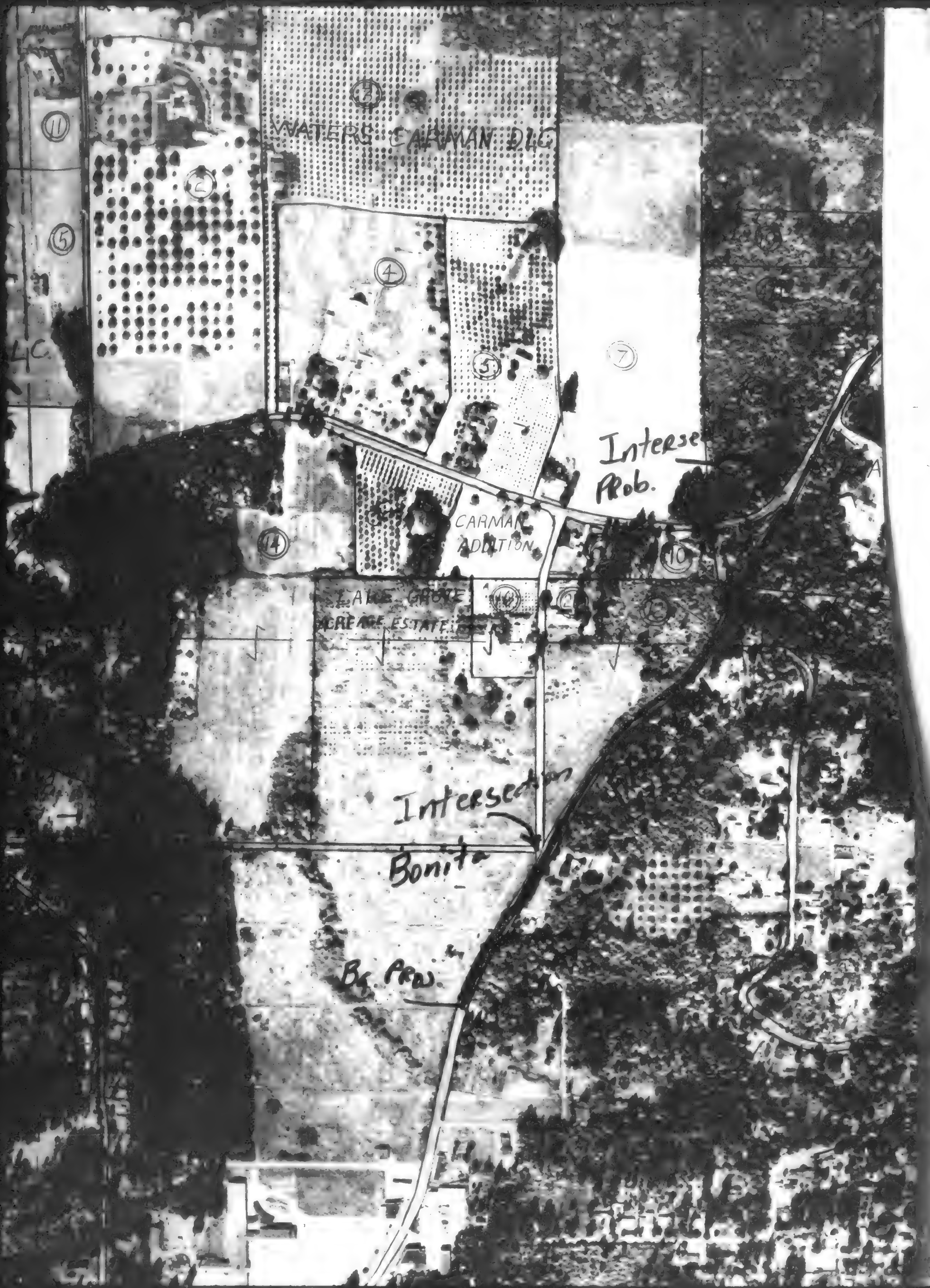
HR:ljt

cc: D. J. Barbee
L. W. Rulien
C. T. Christianson, B.P.R.

Hal - need date for schedule

NOTED
DON HARWELL

22-1
Pro
22
Harvey Way-County
Boones Ferry Rd.
Clackamas Co.
FAS 681
20
43
19
RAINBOW
TERRACE



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LAKE GROVE ACREAGE ESTATE
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Intersection
Bonita
Bg. Prob.

9-3-69

CLACKAMAS COUNTY
PROPOSED PROJECT (1969 Funds)

FAS 681 - Boones Ferry Road, Harvey Way-Country Club Road Section; grade, drain, base, curb and pave, $400,000.

Grade, drain, base and pave with A.C. a roadway on improved alignment 50 feet wide between curbs, with 5-foot A.C. footpaths. Project is to include traffic control signing. Timber to be reserved for owner.

State to make survey and plans and make options for additional right of way.

County will do striping.

Utilities are involved.

Hearing is required.

HIWAY COMMISSION
APPROVED ON
SEP 30 1969

69-g
9/3/69

ATTACHMENT B

NOTICE OF INTENT

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency .... State Highway Division .... Salem (Address)

Contact Person .... L. H. Young .... 2761 (Phone)

1. Project Location

Administrative District .... 2 .... City ....

County .... Clackamas .... Special District(s) (if applicable) ....

Other affected jurisdictions/agencies ....

---

2. Federal Program

Common Program Name .... Federal Aid Secondary

Authorizing Legislation .... Title 23, U.S.C., Highways (Public Law No. and Title)

Fed. Admin. Agency: Dept. .... Department of Transportation

Agency .... Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant $240,000 ....

Local Applicant Share .... 80,000 ....

*State Agency Share .... 94,500 ....

Other (specify) .... - -

TOTAL .... $414,500 ....

Source of State Agency Share (if any) (Clackamas Co.)

General Fund .... - -

Other Funds (specify) ....

*Total State Agency Share .... $94,500 ....

*Indicates totals should be equal.

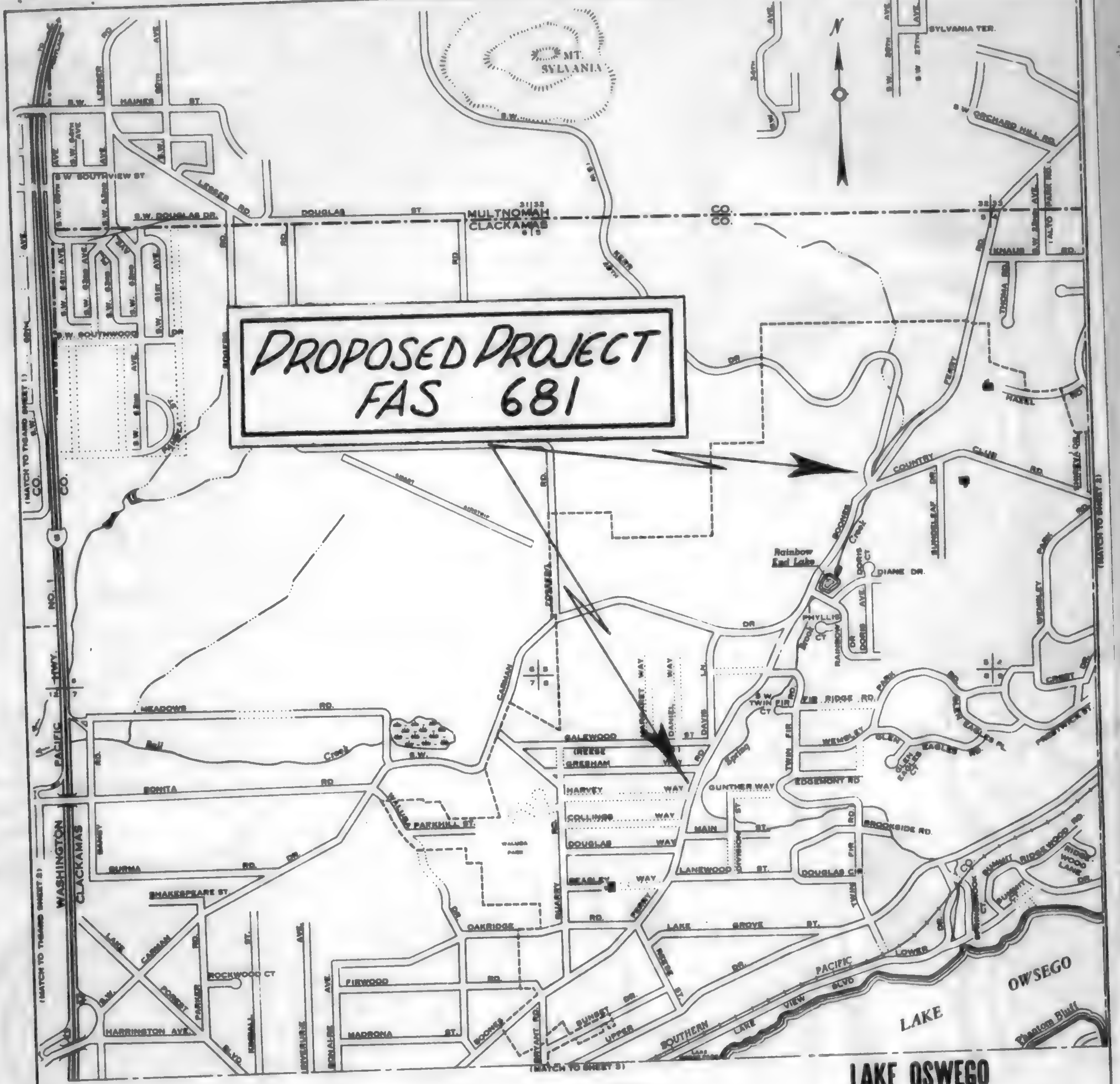
---

4. Estimated Application Filing Date .... April 1970

---

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)
Country Club Road-Harvey Way Sec., FAS 681
Project to consist of preliminary engineering, right-of-way acquisition, grading, paving and incidental work to improve the existing facility to current standards.

(over)



MT. SYLVANIA
N
S.W. HAINES ST.
S.W. SOUTHVIEW ST.
S.W. DOUGLAS DR.
LESSER RD.
DOUGLAS ST.
MULTNOMAH CO.
CLACKAMAS CO.
S.W. SOUTHWOOD
S.W. ORCHARD HILL RD.
SYLVANIA TER.
KNAUS
HAZEL
COUNTRY CLUB RD.
BOONES FERRY
Rainbow
East Lake
DIANE DR.
PHYLLIS
DORIS AVE.
FIR RIDGE RD.
TWIN FIR
WEMBLEY
GLEN EAGLES PL.
EDGEMONT RD.
BROOKSIDE RD.
RIDGEWOOD RD.
SUMMIT
PACIFIC HWY.
WASHINGTON
CLACKAMAS
MEADOWS RD.
BONITA RD.
Ball Creek
SALEWOOD
REESE
GRESHAM
HARVEY WAY
GUNTHER WAY
COLLINGS WAY
DOUGLAS WAY
MAIN ST.
BEASLEY WAY
LANEWOOD ST.
DOUGLAS CIR.
PARKHILL ST.
BURMA RD.
SHAKESPEARE ST.
OAKRIDGE RD.
LAKE GROVE ST.
FIRWOOD RD.
MADRONA ST.
ROCKWOOD CT
HARRINGTON AVE.
SOUTHERN PACIFIC
LAKE VIEW BLVD.
UPPER DR.
SUNSET DR.
LAKE
OWSEGO
Phantom Bluff
(MATCH TO SHEET 3)
(MATCH TO TIGARD SHEET 1)
(MATCH TO SHEET 2)

PROPOSED PROJECT
FAS 681

SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CY - City Hall
CT - Court House
A - Armory
L - Library
Street open for travel
Street dedicated but not open.
City Limits.

LAKE OSWEGO

CLACKAMAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 11,883

Scale in Feet

Revised July 1966

SHEET ARRANGEMENT

SHEET 1 OF 4 SHEETS

ENGINEER'S NARRATIVE REPORT

Harvey Way - Country Club Road
S.W. Boones Ferry Road
Clackamas County

Prefix 534-1447-901
L. A. Johnston, Res Engr

The purpose of this survey is to prepare plans, specifications and estimate of cost for grading and paving on the Harvey Way-Country Club Road section of S.W. Boones Ferry Road (FAS 681) in Clackamas County. Construction will provide four 11-foot travel lanes with a 2-foot shy distance on the outside and a 2-foot median. This section will be curbed with a 5-foot A.C. sidewalk on each side. Left turn refuges have been provided at Twin Fir Road, the Davis Road-Galewood connection and at the intersection with the proposed FAS 943. The proposed realignment will use a maximum curvature of 4 degrees, thus reducing the total curvature deltas from 135 degrees to 47 degrees. The maximum gradient on the new centerline is 5.00 per cent. At the request of Clackamas County, no spirals were used on the curves. The project will begin at Station "L" 78+00 and terminate at Station "L" 120+72.

As a part of this project, the connection of Carman Drive and S.W. Boones Ferry Road has been cut off. A cul-de-sac will be constructed on Carman Drive. The connection of Davis Road and Galewood Drive with Boones Ferry Road has also been revised to provide safer access.

There are approximately 57,510 cubic yards of general excavation on the project, and 43,350 yards of this excavation will be excess. Clackamas County would like to have this material placed in a fill on the proposed relocation of Kerr Road. This fill is located approximately 2,000 feet northerly from the north end of the project.

A right of way map has been prepared for the project. Clackamas County will provide the needed right of way. At their request, we have set up slope easements for the fill slopes, and have made the slopes steeper than the standard.

A storm drainage system has been designed to handle the drainage throughout the project. The system has been designed to be compatible with a proposed "Master Plan Storm Drain System" for this area. In some cases, the pipes in our system are over-sized in order to fit into the county system. This was done at the County's request.

No special utility problems are anticipated; however, some adjustment of utilities will be necessary. The following utilities will be affected by this project: N.W. Natural Gas Company, Pacific N.W. Bell Telephone Company (overhead lines and underground cable), Portland General Electric Company, City of Lake Oswego (waterlines and sanitary sewers) and the Lake Grove Water District. It will be Clackamas County's responsibility to have the utilities adjusted.

Springbrook Creek flows along the east side of our alignment, and it should be noted this is the reason for moving the line to the west throughout most of the section. It would not be practical to make channel changes on Springbrook Creek. Much of the widening on the west side of Boones Ferry Road from Station 85+00 to 96+00 will utilize a buffer strip of the Mountain Park Development. This strip was not subdivided into lots.

There are no park areas affected by this relocation. Since no change in creek channel will be done on this project, it should not affect any fish life in springbrook Creek.

SUMMARY & COST ESTIMATE

Harvey Way - Co.ntry Club Road
S.W. Boones Ferry Road
Clackamas County

Prefix 534-1447-901
Four-lane Roadbed

Item	Unit	Net Quan.	Allow.	Total	Unit Cost	Total
1. Temporary Protection & Direction of Traffic	Lump Sum	All	--	All	$3,000.00	$ 3,000.00
2. Clearing & Grubbing	Lump Sum	All	--	All	7,500.00	7,500.00
3. General Excavation, Uncl.	Cu.Yd.	59,904	6,096	66,000	1.75	115,500.00
4. Ditch Excavation, Uncl.	Cu.Yd.	31	9	40	5.00	200.00
5. Trench Excavation	Cu.Yd.	2,384	246	2,630	4.00	10,520.00
6. Finishing Rdbed & Slopes	Lump Sum	All	--	All	1,300.00	1,300.00
7. Watering	M-Gal	368	37	405	3.00	1,215.00
8. Bituminous Base Mixture	Ton	13,445	1,345	14,790	5.50	81,345.00
9. Asphalt in Bitum. Base Mix.	Ton	672	68	740	31.00	22,940.00
10. Coarse Crushed Stone Base	Cu.Yd.	7,796	804	8,600	3.75	32,250.00
11. 3/4"-0 Mat'l in Base & Ftpath	Cu.Yd.	466	54	520	4.75	2,470.00
12. Class "B" Asphalt Concrete	Ton	6,883	687	7,570	5.50	41,635.00
13. Asphalt in Class "B" Mix	Ton	413	42	455	31.00	14,105.00
14. Asphalt in Tack Coat	Ton	1	0.5	1.5	100.00	150.00
15. 6" Metal Drain Pipe, Perf.	Lin.Ft.	2,280	230	2,510	2.75	6,902.50
16. 8" Sewer Pipe	Lin.Ft.	72	8	80	3.00	240.00
17. 12" Sewer Pipe	Lin.Ft.	2,469	251	2,720	5.00	13,600.00
18. 15" Sewer Pipe	Lin.Ft.	675	65	740	6.00	4,440.00
19. 18" Sewer Pipe	Lin.Ft.	626	64	690	8.00	5,520.00
20 21" Sewer Pipe	Lin.Ft.	15	5	20	10.50	210.00
2 24" Sewer Pipe	Lin.Ft.	131	9	140	12.00	1,680.00
22. 36" Sewer Pipe	Lin.Ft.	103	7	110	15.00	1,650.00
23. Type G-1 Inlets	Each	20	2	22	150.00	3,300.00
24. Type "D" Inlets	Each	6	1	7	220.00	1,540.00
25. Construct Manholes	Each	14	1	15	300.00	4,500.00
26. Special Filter Material	Cu.Yd.	318	32	350	7.00	2,450.00
27. Guardrail Type 1	Lin.Ft.	150	15	165	3.00	495.00
28. Guardrail Type 1A	Lin.Ft.	525	50	575	4.00	2,300.00
29. Guardrail Anchors	Each	2	--	2	250.00	500.00
30. Concrete Curbs Type "C"	Cu.Yd.	239	11	250	40.00	10,000.00
31. Extra for A.C. Footpaths	Sq.Yd.	3,880	190	4,070	2.50	10,175.00
32. Extra for A.C. Approaches	Each	11	1	12	50.00	600.00

Total Contract Bid Items	$404,232.50
Additional anticipated items:	
Flagging	5,000.00
Signing	1,300.00
+ 20% Engineering and Contingencies	81,467.50
TOTAL AMOUNT	$492,000.00

fb

6-1131 Harris St. at 8th St. (Myrtle Pt.) '71
Sec., on Coos Bay-Roseburg Hwy.
#7541 (Traffic signal revision)

CYA 4106

RECEIVED
JUN 2 - 1972
FOR FILING
7541

June 2, 1972

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $2,490 will be made to Hansen Electric Company on Contract No. 7541 for traffic signal revision on Harris Street at 8th Street in Myrtle Point of the Coos Bay-Roseburg Highway in Coos County as soon as the warrant is prepared.

The total amount paid on this contract will be $6,395 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Hansen Electric Company
1135 S. Broadway
Coos Bay, Oregon 97420

C. T. Keasey
Walt Hart
V. E. Shoog
Attn: John Kerr
James Verstoeg

RECEIVED
JUN 15 1972

FOR FILING

7541

#11

May 17, 1972

Hanson Electric Company
1125 S. Broadway
Coos Bay, Oregon 97420

Gentlemen:

The State Highway Commission at its meeting on May 16, 1972, granted your request for an 30-calendar day extension of time without assessment of liquidated damages on Contract No. 7541 for traffic signal revision on Harris Street at 5th Street in Myrtle Point on the Coos Bay-Roseburg Highway in Coos County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

bc G. T. Kenney
Walt Hart
V. E. Stang
J. H. Versteeg
Eugene Ash

FORM 6-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 31, 1972

SUBJECT: Contractor's Request for Extension of Time
Harris St. at 8th (Myrtle Point)
Coos Bay-Roseburg Highway
Contract No. 7541

To: Walter J. Hart
Bridge Engineer
SALEM

Attached are five copies of the subject request for an 83 day time extension of this traffic signal project, by Hansen Electric Company. Also attached is correspondence from Resident Engineer Eugene Ash and correspondence submitted by the contractor to support their request.

It is relevant to point out that, if an 83 liquidated damages assessment is made on this contract (the total dollar amount of which is $8345.00), such assessment would amount to $2490.00.

The contractor had all required equipment on hand and probably could have successfully completed the work on 12-22-71 had the controller damage not occurred. For reasons of carelessness, accident, or weather conditions (wind blew the controller door against an electrician, states the contractor), the controller was damaged by a high voltage charge on this date, delaying further the completion of work. An additional 37 days, through January 28, 1972, were required to effect repairs to the controller and return it to the project. The controller was installed and the calendar day count stopped on that date.

The contractor has provided no basis within the scope of the Standard Specifications for recommending a time extension for the 46 days between the allowable contract time (expired 11-6-71) and 12-22-71.

I do, however, recommend favorable consideration be given to granting the contractor 37 days extension, based on an occurrence which could be construed as being beyond the control of the contractor, and therefore within the scope of Standard Specification 108.09.

J H Versteeg for
JOHN W. SHELDRAKE
Region Construction Engineer

RECEIVED
APR 3 1972
BRIDGE DIVISION
NOTED
W. J. HART

JWS/cw
Encl.
cc E. H. Ash

FORM 2-30' (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
March 15, 1972

SUBJECT: Harris St. at 8th (Myrtle Point) Section
Contract #7541

To:

Mr. Hal Versteeg
Regional Engineer
Roseburg, Oregon

Enclosed you will find 5 copies of a request for a time extension from Hansen Electric Co. for the above mentioned project. The following dates are submitted:

Contractor's bid accepted 3/30/71. compl. ~~Ended~~ 1/28/72.
Calendar day count started 4/21/71.
Pole shop drawings at Coquille 5/28/71; mailed to Salem on 5/28/71; Salem mailed back on 6/8/71 & returned to contractor on 6/11/71.

19 June
31
31
30
31
30
2
174 days to 12-2-71

The poles arrived on the job site about December 13th. The rest of the equipment was on hand except I believe he was one pedestrian signal head and push button sign short which he robbed from Fir St. - Lewis St. until it could be replaced. He would have finished up on December 22nd except for the damage incurring to the controller equipment.

The only extra work ordered was P.A.#1 for the $50.00 to change the pipe arms on one pedestrian signal head. The painting of the coats of paint made this item carry over about three days during the period when it really didn't matter.

According to our specifications I can't think of any specific justification for granting this time extension. The contractor should probably have paid more for the poles and secured them from a different source with a shorter delivery date. On the other hand it doesn't seem right for this much penalty on this small contract when the contractor did order and process the paper work for the poles without any particular delay on his part.

His time request with supporting data fairly well cover the facts.

Eugene H. Ash
Eugene H. Ash

RECEIVED
APR 3 1972
BRIDGE DIVISION

Hansen Electric Co.
1137 S. Broadway — P. O. Box 1135
COOS BAY, OREGON 97420
Telephone 267-2143

ELECTRICAL CONTRACTORS

March 14, 1972

Oregon State Highway Department
Salem, Oregon 97301

Attention: Mr. Eugene Ash

Re: OSHD Contract Number 7541

Gentlemen:

We request an additional 83 workdays to complete the construction of Contract Number 7541 for the following reasons:

1. The poles were ordered on 4/20/71 and were received on 12/2/71, 26 days after the date of completion. Copies are attached of: *Pres. says poles deliv'd 12-13-71*
   - A. Original order.
   - B. Transmittal letter to OSHD with drawings.
   - C. Transmittal letter to Econolite with drawings.
   - D. Letter from Econolite explaining the delay.

2. Signal equipment final shipment was not received until 12/22/71. The order was placed 4/20/71. Coby attached of original order.

3. Due to an act of God the wind blew the controller door against the installing electrician on 12/22/71 causing a short in the controller. This necessitated sending the controller back to the factory at Davenport, Iowa for repairs. The repaired unit was not received until 1/27/72 and was immediately installed upon receipt.

Grant 37 days here

Sincerely,

Russell D. Hansen

Hansen Electric Company
Russell D. Hansen, President

RDH:JA
Enclosures:7

RECEIVED
MAY 10 1972
FOR FILING

7541

Date May 9, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Request for Extension of Time
No. 11
May 16, 1972, meeting

Hansen Electric Company, the contractor for the traffic signal installation at Harris Street and 8th Street (Myrtle Point) in Coos County, Contract 7541, has requested that he be granted an additional 83 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites late delivery of traffic signalspoles and equipment and an accident which necessitated the re-ordering of the controller as the reasons for his failure to complete the work on time.

The contract was awarded April 7, 1971, and allotted 200 calendar days to complete the work. This forecast a completion date of November 6, 1971. The work was completed January 28, 1972, with 283 calendar days charged, which is an excess of 83 days.

The controller was damaged by high voltage when the wind blew the controller door against the installing electrician. The unit was sent to Iowa for repairs and was not re-delivered until 37 days later.

The contractor made very effort to obtain prompt delivery of illumination poles and traffic signal equipment, ordering both 13 days after award of the contract. Delivery of the poles did not occur until 171 days after the approved shop drawings were returned to the contractor. Although not normally a valid reason for extension of contract time, in view of the excessive time required for delivery of the poles and the fact that the contractor did everything in his power to obtain prompt delivery, it is felt that for this reason a 46-day extension is justified under the circumstances.

I recommend that the contractor be granted an 83-day extension, which waives all liquidated damages. This is a state project and does not require the concurrence of the Federal Highway Administration. This matter will be on the agenda for your consideration at the May 16 meeting.

bc: Floyd Query
George Baldwin
F. B. Klaboe
A. E. Johnson
W. J. Hart
C. T. Massey
L. H. Young
V. E. Skoog
J. N. Versteeg
Gary Rose
Gary Sand

RJM:sg dh eg

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date MARCH 14, 19 72

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 283 days, within which to complete our Contract No. 7541, without the assessment of liquidated damages. The said contract is described as follows: TRAFFIC SIGNAL REVISION, HARRIS ST. AT 8TH ST. (MYRTLE POINT) SECTION OF THE COOS BAY-ROASEBURG HIGHWAY.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: SEE ATTACHED LETTER.

Respectfully submitted,

HANSEN ELECTRIC COMPANY
Contractor

By Russell D. Hansen
RUSSELL D. HANSEN, PRESIDENT

CONSENT OF SURETY

Date March 14, 19 72

We, United Pacific Insurance Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Rudolph W. Juul
Attorney-in-fact
Rudolph W. Juul

(SEAL)

Rudolph W. Juul
Resident Agent
Rudolph W. Juul

RECEIVED
APR 3 1972
BRIDGE DIVISION

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7541 Contractor HANSEN ELECTRIC COMPANY

Highway COOS BAY - ROSEBURG

Section HARRIS ST. AT 8TH ST. (MYRTLE POINT)

Kind of Work TRAFFIC SIGNAL REVISION

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Grant 37 days for delay involved in damage to signal equipment and 46 days for unusually long delay in delivery of traffic signal poles and equipment. Grant total of 83 days.

Recommended for Approval:

John W. [illegible]
Division Engineer

Walter S. [illegible]
Construction Engineer or Bridge Engineer

[illegible] asst
State Highway Engineer

Contract No. 7541

Project designation State
State-Federal

Date awarded April 7, 1971

Work started Sept. 20, 1971

Per cent completed Jan. 20, 1972 - 100%
Date

No. of Workdays Allowed 200 Calendar

No. of Workdays Used 283 Calendar Days

No. of Added Workdays Requested 83

RECEIVED
MAR 23 1972
FOR FILING

7541

NOTED ON CARD
3-22-72 kl

March 22, 1972

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On March 14, 1972, we wrote to you concerning release of final payment on Contract No. 7541 awarded to Hansen Electric Company for traffic signal revision on Harris Street at 8th Street in Myrtle Point of the Coos Bay-Roseburg Highway in Coos County.

Final payment on this contract is $776.75 and the total contract amount is $5,905.00. No work was performed under force account.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Hansen Electric Company
1135 South Broadway
Coos Bay, Oregon 97420

bc F. D. Morgan
Walt Hart
V. E. Skoog
Attn: John Herr
J. H. Versteeg

RECEIVED
FOR FILING

7541

March 14, 1972

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7541 awarded to Hansen Electric Company for traffic signal revision on Harris Street at 8th Street in Myrtle Point on the Coos Bay-Roseburg Highway in Coos County was completed on January 28, 1972, and accepted by the Highway Commission on March 7, 1972.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before March 19, 1972.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhe
cc Hansen Electric Company
1135 S. Broadway
Coos Bay, Oregon 97420

Frank Morgan
Walt Hart
V. E. Shoog
Attn: John Herr
James Versteeg

RECEIVED
[illegible] 1 [illegible]

FOR FILING

7541

DATE March 10, 1972

TO Oregon State Highway Commission

FROM
Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Work was completed January 28, 1972 on Contract No. 7541. The contract was with Hansen Electric Co. and was for a traffic signal revision on the Harris St. at 8th. St. (Myrtle Point) Section of the Coos Bay - Roseburg Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 7, 1972, and that you concur in this procedure at the Commission meeting on April 4.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

cc: Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
F. D. Morgan
W. J. Hart

RECEIVED
FEB 16 1972

FOR FILING

6-1131
7541

Salem, Oregon
February 15, 1972

Contract No. 7541

Mr. F. D. Morgan
Construction Engineer

Mr. W. J. Hart
Bridge Engineer

BUILDING

All work under Contract No. 7541, Harris St. at 8th St. (Myrtle Point) Section of the Coos Bay-Roseburg Highway in Coos County, was completed January 28, 1972.

We request that your office return a signed copy of this letter indicating acceptance of the contract work or listing any conditions below which would prevent acceptance of the project by the Highway Commission.

L. H. Young
Programing Engineer

Construction Division
Bridge Division

Office Endorsement

Date________________________

Conditions noted on above date:

Construction Engineer
Bridge Engineer

VG:bb

cc: Virgil Boyd
John Jenkins
H. S. Cox
J. R. Oakes
Donald L. Trout

6-1131
7541

FORM E-1 (REV. 10-66)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Harris St. at 8th (Myrtle Point)

WEEK ENDING: February 12, 1972

SECTION PREFIX: 6-1131

HIGHWAY: Coos Bay - Roseburg

COUNTY: Coos

NAME OF JOB: Harris St. at 8th (Myrtle Point)

KIND OF WORK: Traffic Signal Revision

CONTRACTOR: Hansen Electric Company

CONTRACT NUMBER: 7541

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 7, 1971

DATE WORK STARTED: September 26, 1971

ESTIMATED COMPLETION DATE: January 28, 1972

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 200

CALENDAR DAYS USED 283

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 141.5%

PROJECT AUTHORIZATION: $ 9,669.52

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 8,825.02

ENGINEERING AUTHORIZATION $ 844.50

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 6,719.50

ENGINEERING COST TO DATE $ 844.50

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 70%

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 30.4 %

PERCENT OF AUTHORIZATION 100 %

DATE PROJECT WAS COMPLETED: January 28, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6	Fair			
MONDAY 7	Fair			
TUESDAY 8	Fair			
WEDNESDAY 9	Fair			
THURSDAY 10	Fair			
FRIDAY 11	Showers			
SATURDAY				

BEN GIFFORD

Routing
Keasey
Berk
Walker
Johnson
RECEIVED
FEB 14 1972
CONSTRUCTION SECTION
Poese
Glenn
Litchfield
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Work
MONDAY	No Work all week due to the completion of the contract.
TUESDAY	
WEDNESDAY	
THURSDAY	Contractor removed his identigication signs and replaced a relay in the controller cabinet.
FRIDAY	
SATURDAY	

REMARKS

Semi-final being mailed on 2/11/72 to Roseburg. This is last report.

Final inspection and signals turned on 2 1/31/72.

Project completed 1/28/72.

Contractors signs removed 2/10/72.

SIGNED Eugene N. [illegible] LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
DEC 1 1971

FORM E-30

6-1131

7541

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 30, 1971

SUBJECT: **Engineering Overrun**

To: Mr. C. T. Keasey
Region Engineer
P.O. Box 1128
Roseburg, OR 97470

ROUTED
A. E. JOHNSON

The weekly construction report for the week ending November 27, 1971, for the Harris St. at 8th St. (Myrtle Point), Contract No. 7541, indicates that the project is 22% complete whereas the engineering is 59% expended.

Please take immediate steps to see that the engineering on this project is held to the absolute minimum.

F. D. Morgan
F. D. Morgan
Construction Engineer

EAP:fr

cc: A. E. Johnson

RECEIVED
NOV 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 4 - 1971
FOR FILING

1859

6-1131

7541

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 7, 1971

Bid Mar 30

Hansen Electric Company
P. O. Box 597
Coos Bay, Oregon 97420

Gentlemen:

The State Highway Commission on March 30 accepted your proposal for a traffic signal revision on Harris Street at 8th Street in Myrtle Point in Coos County for the sum of $8,345 and referred it to the State Highway Engineer with authority to award the contract as soon as the City of Myrtle Point approves the project and deposits $4,800.

Those conditions have been fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7541.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland
Frank Morgan
Ivan Merchant
C. T. Keasey
Eugene Ash
Wm. Geibel (SAIF)

RECEIVED
MAR 31 1971
FOR FILING

[illegible]
6-1131
7541

March 31, 1971

Hanson Electric Company
P. O. Box 597
Coos Bay, Oregon 97420

Gentlemen:

The State Highway Commission on March 30, 1971, accepted your bid in the amount of $6,345 in the amount of $6,345 on the Harris Street at 8th Street (Myrtle Point) Section on the Coos Bay-Roseburg Highway in Coos County, which was the low bid received for that job on March 25, 1971.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as the City of Myrtle Point approves the project and deposits $4,800. When these conditions have been fulfilled, we will let you know.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

hl

bc F. D. Morgan
I. D. Merchant
Eugene Ash
G. T. Keasey
William Geibel (SAIF)

RECEIVED
APR 26 1971
FOR FILING

6-1131
7541

April 23, 1971

Hanson Electric Company
1135 South Broadway
Coos Bay, Oregon 97420

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7541 for a traffic signal revision on Harris Street at 6th Street in Myrtle Point of the Coos Bay-Roseburg Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc United Pacific Insurance Company
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc F. B. Morgan
I. D. Merchant
Eugene Ash
C. T. Kensey

RECEIVED
APR 12 1971
FOR FILING

6-1131
7541

April 9, 1971

Hansen Electric Company
1135 South Broadway
Coos Bay, Oregon 97420

Gentlemen:

Enclosed are three copies of Contract No. 7541 for $8,345 awarded to you by the State Highway Commission on April 7, 1971, for a traffic signal revision on Harris Street at 8th Street in Myrtle Point of the Coos Bay-Roseburg Highway in Coos County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin April 21, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
Eugene Ash
C. T. Kenney

RECEIVED
APR 7 - 1971
FOR FILING

6-1131
7541

April 7, 1971

Hansen Electric Company
P. O. Box 597
Coos Bay, Oregon 97420

Gentlemen:

The State Highway Commission on March 30 accepted your proposal for a traffic signal revision on Harris Street at 8th Street in Myrtle Point in Coos County for the sum of $8,348 and referred it to the State Highway Engineer with authority to award the contract as soon as the City of Myrtle Point approves the project and deposits $4,200.

These conditions have been fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7541.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland
Frank Morgan
Ivan Merchant
C. T. Kessey
Eugene Ash
Wm. Geibel (SAIF)

MAR 30 1971

[illegible]
6-1131
7541

March 29, 1971

Mr. Ben E. Nichols
City Manager
City of Myrtle Point
City Hall
Myrtle Point, Oregon 97458

Dear Mr. Nichols:

On March 25 bids were opened for the revision of the traffic signals at the intersection of Eighth and Harrison Streets in Myrtle Point. The pertinent cost data are as shown below:

Low Bid	$8,345
Flagging	100
Subtotal	$8,445
Engineering & Contingencies (14½%)	1,225
Total Estimated Cost	$9,670
City Share (50%)	$4,835

If you will submit the City's check for $4,800, we will proceed to award the contract. It is necessary that such award be made within 30 days from the time of opening bids.

Your cooperation in this matter is appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
H. S. Cox
C. T. Keasey

VPJ:pb srb

RECEIVED
JAN 4 1971
FOR FILIN

6-1131
7541

4 u
11-24-70

November 27, 1970

City of Myrtle Point
City Hall
Myrtle Point, Oregon 97458

Attention: Ben E. Nichols
City Administrator

MISC. CONTRACTS and
AGREEMENTS No. 4106

Gentlemen:

Attached for your records is a fully executed copy of an agreement for traffic signals at the intersection of 8th Street (Coos Bay-Roseburg Highway) and Harris Street.

We assume we will be receiving shortly a copy of an ordinance or resolution passed by the City authorizing the Mayor and Recorder to enter into this agreement. This is called for on page 2, paragraph 4, under things to be done by the City.

Rec'd

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc F. B. Crandall
(conf. agreement att.)

CITY OF MYRTLE POINT

IN THE HEART OF THE FAMOUS MYRTLEWOODS

Coos County, Oregon

November 9,1970

NOV 10 1970
TRAFFIC ENGINEERING

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe,
Assistant State Highway Engineer

Dear Sir:

Enclosed are two signed copies of the agreements. The council, would however, appreciate a mutual review of the design plans as specified under General Provisions Item 1, before you call for bids on the project.

Sincerely yours,

Ben E Nichols

Ben E. Nichols,
City Administrator

Enclosures

Ben:kh

NOTED
LE GEORGE

11-10-70
orig w/encs
to George for
appr. action

RECEIVED
NOV 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TRAFFIC CONTROL
ENGINEER

NOV 30 1970

1131

1544

copies

REFERRED TO
Cox - Crandall
BY ASST. STATE HWY. ENGR.
11-30-70

RESOLUTION

BE IT RESOLVED by the Council of the City of Myrtle Point, Coos County, Oregon, in regular meeting assembled this 2nd day of November, 1970, as follows:

I

That the Mayor and City Recorder be and they are hereby authorized, on behalf of the City of Myrtle Point, to enter into an agreement with the State of Oregon, by and through its State Highway Commission, for the conversion, at the joint expense of the State and City, of the traffic signals located at the intersection of Eighth and Harris Streets in said city, from pedestrian-actuated to semi-actuated operation.

II

The agreement to be entered into pursuant to this resolution shall be in substantially the form contained in Exhibit "A" attached hereto and by reference incorporated herein, as though fully set forth at length.

The foregoing resolution was duly adopted this 2nd day of November, 1970.

NOTED
TOM EDWARDS

Mayor

ATTEST:

Leona L. Shields
City Recorder

NOTED
F. B. KLABOE

RECEIVED
NOV 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

CERTIFICATE

I, Leona Shields, the duly appointed, qualified and acting City Recorder of the City of Myrtle Point, Coos County, Oregon, do hereby certify that the foregoing copy of the Resolution as adopted by the Council and approved by the Mayor of said City on the 2nd day of November, 1970, is a full, true and correct copy of the original resolution and the whole thereof.

Dated this 23rd day of November, 1970.

Leona L. Shields
City Recorder

RECEIVED
NOV 20 1970

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

6-11-1

7-41

November 19, 1970

Mr. Ben E. Nichols
City Manager
City Hall
Myrtle Point, Oregon 97458

Dear Mr. Nichols:

With regard to the State-City agreement covering the conversion of the existing traffic signals at 8th Street and Harris Street in Myrtle Point, would you please send this office a copy of the ordinance or resolution passed by the City Council authorizing the Mayor and the City Recorder to enter into this agreement.

This requirement is indicated in the agreement under "Things to be Done by City", Item 4.

Very truly yours,

R. L. Porter
State Highway Engineer

by

L. E. George
Operations Engineer

njc

bc: Floyd Query

NOTED
FLOYD QUERY

NOV 18 1970

6-1131
7541

Salem, Oregon
November 18, 1970

Traffic Signal Agreements

Mr. F. B. Crandall
Traffic Engineer

Attention: Mr. Val. P. Johnson

BUILDING

On the Agenda for the November 24, 1970, meeting we have three agreements pertaining to Traffic Signals. One with the City of Beaverton, one with the City of Myrtle Point, and with the City of Medford.

Each of these agreements contains a paragraph that the city is to pass an ordinance or resolution and that a copy is to be attached to the agreements.

None of the three agreements mentioned above have the resolution or ordinance attached. Will you please take whatever action is indicated.

Floyd Query, Secretary

FQ:kl

RECEIVED
NOV 18 1970
FOR FILING

6-431
7541

November 17, 1970

Oregon State Highway Commission

Gentlemen:

In June 1969, pedestrian-actuated traffic signals were installed at the intersection of 8th Street (Coos Bay-Roseburg Highway) and Harris Street in the city of Myrtle Point. These traffic signals were installed under the standard cooperative arrangement between the City and the State.

Subsequent changes in the traffic pattern at this intersection has made it desirable to convert the pedestrian-actuated signal to a standard semi-actuated traffic signal. An agreement covering such conversion has been executed with the City.

The agreement provides that the City shall pay one-half the cost of the conversion and continue to maintain the traffic signals and pay for electrical energy. The estimated cost of the project is $7,000 and the State's share shall be taken from State Construction Funds.

Your approval is recommended and it is requested that you authorize the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the November 24 meeting.

Very truly yours,

cc: Floyd Query
Tom Edwards
F. B. Klaboe   R. L. Porter
Victor D. Wolfe   State Highway Engineer
F. B. Crandall   L. H. Young
V. E. Skoog   J. J. Gix
R. N. Bothman   C. T. Keasey
H. S. Cox

VPJ:njc sr

RECEIVED
OCT 20 1970
FOR FILING

6-1131
7541

October 19, 1970

Mr. Ben E. Nichols
City Administrator
City of Myrtle Point
City Hall
Myrtle Point, Oregon 97458

Dear Mr. Nichols:

In response to the request contained in your letter of September 12, representatives of our Regional Office have contacted you and discussed the possibility of converting the existing pedestrian-actuated traffic signals at the intersection of 8th and Harris Streets to semi-actuated operation.

The State Highway Division is willing to cooperate in such a signal revision. There are attached two copies of an agreement covering the revision of the signals. You will note that the estimated cost is $7,000 and that the City would be expected to pay one-half the cost and to continue to maintain the signals and pay for electric power.

If such an arrangement meets with the approval of City officials, will you please have the agreements signed and returned to this office. We will then arrange for their execution by the State Highway Commission, after which you will be furnished with a copy, and we will proceed with the installation.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Atts.

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. T. Keasey - Att.

VPJ:bls srb

F. B. Crandall

1. Val
2. Bud

FORM 2-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 2, 1970

SUBJECT: Possible Traffic Signal Revision
Coos Bay-Roseburg Highway
Myrtle Point at Harris Street

To: Mr. C. T. Keasey
Regional Engineer
Roseburg, Oregon

Some weeks ago Mr. Schwartz and Mr. Williams drove through the subject traffic signal and questioned its principle of operation. I was asked to consider alternate types of operation.

Prior to writing such a report, the attached letter, dated September 12, 1970, from Mr. Ben E. Nichols, City Administrator, was received by the Traffic Division. Mr. Val Johnson asked that I contact Mr. Nichols and determine if the City would be able and willing to share the cost of any possible revisions.

On Thursday, September 24, 1970, he was contacted and indicated the City would be able to share any reasonable costs. He had in mind an amount of $1,000.00 as the City's share. I indicated it might run to a higher figure and that there was some possibility of spreading the City's share over two or possibly three years. This was acceptable to the City.

He advised that the Fairgrounds traffic and other traffic not familiar with the signal has problems understanding the use of the intersection. He indicated that with all the chip and log trucks he was concerned for the safety of traffic with this type signal.

It is recommended that indications be provided for Harris Street and that the control equipment be revised to solid state semi-actuated with a synchronizer circuit to the Spruce Street signal to provide a progression speed at least for eastbound traffic. With your approval, by a copy of this letter I am asking the Traffic Division to prepare a cost estimate and arrange for an agreement with the City.

Glen L. Clark
GLEN L. CLARK
Regional Traffic Engineer

NOTED
W. R. Z[illegible]

GLC:ejb
Attach.
cc: F. B. Crandall
R. A. Sandmann

Approved 10-2-70

NOTED
TRAFFIC CONTROL
ENGINEER

OCT 5 - 1970
TRAFFIC ENGINEER

SP*33475-736

Myrtle Pt Signal

CITY OF MYRTLE POINT

IN THE HEART OF THE FAMOUS MYRTLEWOODS

Coos County, Oregon

September 12, 1970

Oregon State Highway Department
Salem, Oregon

Attention: Engineer for City and County Relations

Dear Sir:

The traffic light located at the highway and Harris Streets in this city, has been the subject of many City Council discussions during the past year.

The light, being a pedestrian lane light only, continues to confuse and irritate motor vehicle operators. The City Council is fearful of the accident potential at this intersection and requests a study be conducted by your department to explore the possibility of a better system.

Sincerely yours,

Ben E. Nichols

Ben E. Nichols,
City Administrator

BEN:kh

RECEIVED
COUNTY & CITY SECTION
SEP 15 1970
☑ ENGR. ☑ COOR. ☑ [illegible] ☒ [illegible] ☑ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

cc: F.B. Crandell – please investigate & contact Mr. Nichols at your earliest.
Thanks
Don H.

7-1602 W. Deer St.-E. Elm St. Section, 1971
(Prineville)
#7542 (Traffic signal install.)

CYA 40+1

[illegible] ELECTRIC COMPANY, INC.
P. O. BOX [illegible], [illegible], WASHINGTON [illegible]
PHONE (206) [illegible] PORTLAND (503) [illegible]

7542

May [illegible], 1972

Econolite
3360 E LaPalma
Anaheim, Calif 92806

Attention: Richard Cazie

Re: OSHD Contract 7567 – Lombard-Jamieson

Dear Sir:

We are in receipt of a copy of your letter dated 5/8/72 showing a balance of $3,702.83. We wish to clarify this balance as it does not pertain entirely to this contract. Of the balance $3,000 is due on this contract. The balance of $702.83 is liquidated damages of $510.00, back charges of $215.33 and credit from your company of $22.50. These latter items pertain to the Prineville Contract - OSHD #7542.

Please adjust your records accordingly.

Yours very truly,

Rosaly Divens

Rosaly Divens
Office Manager

cc: Cascade Const.
F. Query, State of Oregon ✓
Travelers Ins.
E. Gossack

Claim filed with Sec. of State 3-17-72, in the amt. of 3040
G.H.

NOTED
F. QUERY

Cec

NOTED
C. W. [illegible]

RECEIVED
MAY 26 '72
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 2[illegible]

FOR FILING

7542

April 28, 1972

Maffley Masonry
317 S. [illegible]
Prineville, Oregon 97754

Gentlemen:

Thank you for your recent letter informing us that Olson Electric has paid you the balance due on your claim.

Our records indicate that this is in reference to the Olson Electric Company, Inc., Contract No. 7542 for traffic signal installation on the W. Deer Street-E. Elm Street Section in Prineville on the Ochoco Highway in Crook County.

We will advise the surety and the principal contractor of the receipt of your letter stating that your claim in the amount of $313 has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Aetna Casualty and Surety Co.
Olson Electric Company, Inc.

Commission

CWH:fkn

NOTED ON CARD
4-28-72

Gentlemen,

Olson Electric has paid me the balance due. Received the check April 24.

Thank-You
Edward R. Muffley
Muffley Masonry
317 S. Ewen
Prineville, Oregon

RECEIVED
APR 27 1972
OREGON
STATE HIGHWAY COMMISSION

LONE STAR CEMENT CORPORATION

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
APR 17 1972

ECONOLITE Solving Tomorrow's Traffic Problems...Today

7542

April 12, 1972

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Project: OSHD Contract 7542; City of Prineville; West Deer and East Elm

Contractor: Olson Electric Company
710 West Eighth Street
Vancouver, Washington 98660

Gentlemen:

This letter is for your information and is a follow-up of our Notice on file with you.

The total amount billed and still outstanding as of March 26, 1972 is $2,560.00, subject to revision.

Very truly yours,

ECONOLITE, A Division of
Tamar Electronics, Inc.

Richard Cazis

Richard Cazis
Credit Manager

rc/km

cc: Olson Electric
Aetna Casualty Insurance
E. Gossack, Econolite

RECEIVED
APR 1 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

3360 E. LA PALMA ANAHEIM, CALIFORNIA 92806 (714) 630-3700 A Division of Tamar Electronics, Inc.
A Quality Company of LTV Ling Altec, Inc.

RECEIVED
APR 7 - 1972
FOR FILING

7542

April 6, 1972

The Aetna Casualty & Surety Co.
Bond Department
1201 S. W. 12th Avenue
Portland, Oregon 97205

Gentlemen:

On March 30, 1972, we wrote to you concerning release of final payment on Contract No. 7542 awarded to Olsen Electric Company, Inc., for traffic signal installation on West Deer Street-East Elm Street (Prineville) Section of the Ochoco Highway in Crook County.

Final payment on this contract is $864.15 and the total contract amount is $16,826.38 including $83.30 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

hl

cc Olsen Electric Company, Inc.
200 East 5th Street
Vancouver, Washington 98660

bc C. T. Kenney
Walt Hart
V. E. Skoog
Attn: John Kerr
J. F. Putnam

RECEIVED

FOR FILING

7542

DATE March 30, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7542, Work Completed December 23, 1971

Project West Deer St.-East Elm St. (Prineville)

Highway Ochoco County Crook

Type of Work Traffic Signal Installation

Contractor Olsen Electric Company, Inc.

Recommended acceptance date March 28, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on April 4, 1972 for your formal concurrence.

VG:dg

cc Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
W. J. Hart
F. D. Morgan

RECEIVED
MAR 31 1972
FOR FILING

7542

March 30, 1972

The Aetna Casualty & Surety Company
Bond Department
1201 S. W. 12th Avenue
Portland, Oregon 97205

Gentlemen:

Contract No. 7542 awarded to Olson Electric Company, Inc., for traffic signal installation on the West Deer Street-East Elm Street Section in the City of Prineville of the Ochoco Highway in Crook County was completed on December 23, 1971, and accepted by the Highway Commission on March 28, 1972.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before April 3, 1972.

You have been previously notified of the claims filed against the contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Olson Electric Company, Inc.
200 East 5th Street
Vancouver, Washington 98660

bc F. D. Morgan
Walt Hart
V. E. Skoog
Attn: John Kerr
J. N. Versteeg

RECEIVED
[illegible] 1972

FOR FILING
FORM 2-30 (REV. 10-69)

7542

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 22, 1972

To:

SUBJECT: Contract 7542
W. Deer St.-E.Elm St.
(Prineville)

Mr. Floyd Query
Secretary
Oregon State Highway Commission

BUILDING

Enclosed are copies of letters from Mr. Ed Muffley; Mr. N. D. Krehbiel, Resident Bridge Engineer; and Mr. G. W. Martin, Region 4 Office Engineer, regarding payment for work performed by Mr. Muffley on contract 7542.

This material is being forwarded to you for further handling.

Alfred A. Rear
A. A. Rear
Bridge Operations Engineer

AAR:dh
Enclosures

cc Vince Gallagher /w/ encls.

This claim was filed
with Sec. of State, 3/17/72
C.H.

NOTED
C. W. HEAD

Cec ✓

NOTED
FLOYD QUERY

RECEIVED
[illegible]
FOR FILING

4654

FILED
MAR 17 1972
CLAY MYERS
SECRETARY OF STATE

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7542

March 15, 1972

NOTED ON CARD
3-20-72 kl

Muffley Masonery
317 South Ewen
Prineville, Oregon 97754

Gentlemen:

Mr. N. D. Krehbiel, our Resident Bridge Engineer, has forwarded to us your letter received in his office on February 25, 1972, stating that Olson Electric Co., Inc., owes you a balance of $213.

This appears to be in connection with the Olson Electric Company, Inc., Contract No. 7542 for traffic signal installation on the W. Deer Street-E. Elm Street Section in Prineville on the Ochoco Highway in Crook County.

The Aetna Casualty and Surety Company, 1201 S.W. 12th, Portland, Oregon 97205 furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Aetna Casualty and Surety Company
Olson Electric Company, Inc.

NOTED
C. W. HEAD

J. F. Putnam
Highway Commission
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

[illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
March 7, 1972

SUBJECT: W. Deer St.-E. Elm St.
(Prineville)
Contract No. 7542

To: F. D. Morgan
Construction Engineer
Salem

Herewith is a copy of a letter from Norm Krehbiel to J. F. Putnam pertaining to Mr. Ed Muffley, subcontractor on the W. Deer St.-E. Elm St. (Prineville) Project, Contract No. 7542, claiming that the contractor, Olson Electric Co., Inc., still owes them a balance on their subcontract.

Also enclosed is a copy of a letter from Ed Muffley to Mr. Krehbiel.

J. F. Putnam
Regional Engineer

By

G. W. Martin
Regional Office Engineer

GWM:jeb
cc: N. D. Krehbiel
Enclosure

Routing
Kessey
Bond
Walker C
Johnson
RECEIVED
MAR 9 1972
CONSTRUCTION SECTION
Posse
Glenn
Litchfield
Berg

OE | ADE | ADE | DOD | DOE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
March 3, 1972

MAR 6 1972

SUBJECT: W. Deer St.-E. Elm St. (Prineville)
Contract No. 7542

To: J. F. Putnam
Regional Engineer
Bend

Muffley
317 S. Ewen
Prineville, Or.

Enclosed is a letter from Mr. Ed Muffley of Muffley Masonry, subcontractor on this project, regarding a balance still owed to him by the contractor, Olson Electric Co., Inc.

Mr. Muffly has apparently been paid 90% of the subcontract amount of $1,080.00, or $972.00. He is then due the 10% retained amount of $108.00 on the subcontract work plus $105.00 for work done outside the scope of the subcontract, for a total of $213.00.

N. D. Krehbiel
Res. Br. Engr.

Encl.
cc: File

Mr. Krehbiel,

I have sent repeated statements and have called Olson Electric Co. I have not as yet received the balance they owe me.

Bid on street lights - $1080.00
Purchase Order # 4845
Job # 0744. Clean-up, Dump truck-michigan & two mens labor 2 hrs. $65.00
One wheel barrow $40.00
Olson Electric paid $972.00

Balance $213.00

Thank You
Ed Muffley
Muffley Masonry

317 S. Ewen
Prineville, Or.

RECEIVED
FEB 25 ~~1970~~ 1972
N. D. KREHBIEL
Res. Br. Engr.

RECEIVED
MAR 21 1972
FOR FILING

1859

4653

FILED
MAR 17 1972
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
3-20-72 RL

OREGON STATE
HIGHWAY DIVISION

7542

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 15, 1972

Econolite
3360 E. La Palma
Anaheim, California 92806

Attention: Richard Cazis
Credit Manager

Gentlemen:

This is in reply to your letter of March 2, 1972, informing us that Olson Electric Company owes you $3,040.

This appears to be in reference to the Olson Electric Company, Inc., Contract No. 7542 for traffic signal installation on the W. Deer Street-E. Elm Street Section in Prineville on the Ochoco Highway in Crook County.

The Aetna Casualty and Surety Company, 1201 S. W. 12th, Portland, Oregon 97205 furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been satisfied.

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Olson Electric Company, Inc.
Aetna Casualty and Surety Co.
Commission
Hon. Clay Myers ✓ - Please acknowledge receipt of the enclosed claim on the attached copy of this letter.

NOTED
C. W. HEAD

ECONOLITE Solving Tomorrow's Traffic Problems...Today

March 2, 1972

State of Oregon
Department of Highways
State Highway Building
Salem, Oregon 97310

Project: OSHD Contract 7542; City of Prineville; West Deet and East Elm

Contractor: Olson Electric Company
710 West Eighth Street
Vancouver, Washington 98660

Gentlemen:

This letter is for your information and is a follow-up of our Notice on file with you.

The total amount billed and still outstanding as of February 20, 1972 is $3,040.00, subject to revision.

Very truly yours,

ECONOLITE, A Division of
Tamar Electronics, Inc.

Richard Cazis

Richard Cazis
Credit Manager

rc/km

cc: Olson Electric
Aetna Casualty Insurance
E. Gossack, Econolite

RECEIVED
MAR 6 - 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

NOTED
[illegible]

3360 E. LA PALMA ANAHEIM, CALIFORNIA 92806 (714) 630-3700
A Division of Tamar Electronics, Inc.
A Quality Company of LTV Ling Altec, Inc.

7-1602
7542

C

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: W. Deer St.-E. Elm St. (Prineville)
WEEK ENDING: January 1, 1972
SECTION PREFIX: 7-1602
HIGHWAY: Ochoco
COUNTY: Crook
NAME OF JOB: W. Deer St.-E. Elm St. (Prineville)
KIND OF WORK: Traffic Signal Installation
CONTRACTOR: Olson Electric Company, Inc.
CONTRACT NUMBER: 7542
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 1, 1971
DATE WORK STARTED: November 15, 1971
ESTIMATED COMPLETION DATE: December 23, 1971
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 225
CALENDAR DAYS USED: 242
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 108
PROJECT AUTHORIZATION: $ 20,476.03
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 18,687.73
ENGINEERING AUTHORIZATION: $ 1,788.30
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 91
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 18,687.73
ENGINEERING COST TO DATE: $ 2,130.00
DATE PROJECT WAS COMPLETED: December 23, 1971
ESTIMATED PERCENT OVERRUN UNDERRUN: 0 %
PERCENT OF AUTHORIZATION: 119 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear, cold	0		Contract work completed.
MONDAY	Clear, cold	0		
TUESDAY	Overcast, cold	0		
WEDNESDAY	Partly cloudy, cold	0		
THURSDAY	Clear, cold	0		
FRIDAY	Clear, cool	0		
SATURDAY		0		

Routing
BEN GIFFORD
E
Stein

RECEIVED
JAN 3 1972
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 12/26/71	No work
MONDAY 12/27/71	Working on semi-final in office.
TUESDAY 12/28/71	Working on semi-final in office.
WEDNESDAY 12/29/71	Working on semi-final in office.
THURSDAY 12/30/71	Working on semi-final in office.
FRIDAY 12/31/71	Working on semi-final in office.
SATURDAY 1/1/72	No work

REMARKS

All contract items completed 12/20/71.
Semi-final estimate expected to be submitted to region office Tuesday 1/4/71.

cc: Bridge
Const. /
Regional
File

SIGNED N.D. Krehbiel By LOCATION Bend
N. D. Krehbiel

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

RECEIVED
DEC 28 1971

FOR FILING

7-1602
7542

Salem, Oregon
December 27, 1971

Contract 7542

Mr. F. D. Morgan
Construction Engineer

Mr. I. D. Merchant
Bridge Engineer

BUILDING

All work under Contract No. 7542, West Deer St. -East Elm St. (Prineville) Section of the Ochoco Highway in Crook County, was completed December 23, 1971.

We request that your office return a signed copy of this letter indicating acceptance of the contract work or listing any conditions below which would prevent acceptance of the project by the Highway Commission.

L. H. Young
Program and Planning Engineer

Construction Division
Bridge Division

Office Endorsement

Date____________________

Conditions noted on above date:

Construction Engineer
Bridge Engineer

cc: Virgil Boyd
John Jenkins
H. S. Cox
E. F. Saling
Donald L. Trout

RECEIVED
JUL 16 1971
FOR FILING

7-1602

7542

NOTICE

Pursuant to the Bond Law of June 12, 1957
of
THE STATE OF OREGON

REGISTERED MAIL
RECEIPT REQUESTED

GENERAL CONTRACTOR:

Name Olson Electric Company, Inc.

Address 710 West Eighth Street; Vancouver, Washington 98660

PUBLIC AGENCY (For Whom Work is Performed):

Name Oregon State Highway Department

Address Salem, Oregon

NOTICE IS HEREBY GIVEN TO YOU AND EACH OF YOU pursuant to ~~Section~~ Oregon State Bond Law of June 12, 1957 that Claimant ECONOLITE, A Division of Tamar Electronics, Inc. whose address is 3360 East La Palma; Anaheim, California 92806 will be furnishing labor and/or materials generally consisting of traffic signals and/or lighting materials to Contractor Olson Electric Company, Inc. in connection with that certain work of improvement described as OSHD Contract #7542; City of Prineville, West Deer St. and East Elm St.

Total Amount of Order $3,040.00, subject to revision.

Dated July 13, 1971

ECONOLITE, A Division of Tamar Electronics, Inc.
(Claimant)

By Richard Cazis
Richard Cazis, Credit Manager

NOTED
LOYD QUERY

cc: Olson Electric
Aetna Casualty Ins
L. Keyser

RECEIVED
JUL 16 971
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

ECONOLITE
A DIVISION OF TAMAR ELECTRONICS, INC.
8900 BELLANCA AVENUE / LOS ANGELES, CALIFORNIA 90045
(213) 776-5163

file

7-1662
7542

May 19, 1971

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Room 121 State Highway Building
Salem, Oregon   97310

Project: Oregon State Highway Department; West Deer Street - East Elm Street (Prineville)

Contractor: Olson Electric

Dear Mr. Query:

We are in receipt of the photocopy of the Labor and Material Bond covering the above project. Thank you for your promptness in supplying us with this copy.

It is our desire to comply with the Oregon State Bond Laws. According to the information which we have, it is our understanding that a notice of claim to the municipality is to be filed, if desired, prior to the expiration of six months immediately following the acceptance of the work.

Therefore, in compliance with the policy of this company, in order for us to file such a claim if we have not been fully paid, will you please advise this office when the work is to be accepted so that such a notice may be filed.

Your cooperation in this matter will be appreciated.

Very truly yours,

ECONOLITE, A Division of
Tamar Electronics, Inc.

Richard Cazis

Richard Cazis
Credit Manager

5-21-71

Mr. Cazis,
The contract has not been Completed nor accepted. Time limit is 225 Calendar days beginning 4-26-71
F. Query

rc/km

cc: L. Keyser
E. Gossack
Olson Electric
Aetna Casualty Insurance Co.

NOTED
FLOYD QUERY

RECEIVED
MAY 21 1971
STATE HIGHWAY COMMISSION

RECEIVED
APR 22 1971
FOR FILE

7-1602
7542

April 21, 1971

Olsen Electric Company, Inc.
200 East 9th Street
Vancouver, Washington 98660

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7542 for a traffic
signal installation on West
Deer Street and East Elm Street
in Prineville on the Ochoco Highway
in Crook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc The Aetna Casualty & Surety Company
Bond Department
1201 S. W. 12th Avenue
Portland, Oregon 97205

bc F. D. Morgan
I. D. Merchant
R. B. Clark
J. F. Putnam

REC
APR
FOR

files

OLSON ELECTRIC COMPANY, INC. P. O. BOX 830, VANCOUVER, WASHINGTON 98660
PHONE (206) 694-6585 PORTLAND (503) 285-0295

7-1602
7542

April 16, 1971

Oregon State Highway Commission
Highway Bldg
Salem, Oregon 97310

Re: W. Deer St.-E. Elm St
Prineville
Contract No. 7542
Crook County
Ochoco Highway

Gentlemen:

We herewith return two copies of the fully and properly executed contracts for the above referenced project as per your instructions of 4/14/71.

Yours very truly,
OLSON ELECTRIC COMPANY, INC.

Calvin T. Olson

Calvin T. Olson
President

Encl.

RECEIVED
APR 19 1971
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

APR 14 1971

7-1602
7542

April 14, 1971

Olsen Electric Company, Inc.
800 East 5th Street
Vancouver, Washington 98660

Gentlemen:

Enclosed are three copies of Contract No. 7542 for $17,2[illegible]3 awarded to you by the State Highway Commission on April 1, 1971, for traffic signals on West Deer Street and East Elm Street in Prineville on the Ochoco Highway in Crook County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin April 26, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
R. B. Clark
J. F. Putnam

RECEIVED
APR 1 - 1971
FOR FILING

7-1662
7542

April 1, 1971

Olson Electric Company, Inc.
P. O. Box 630
Vancouver, Washington 98660

Gentlemen:

The State Highway Commission on March 30, 1971, accepted your proposal for traffic signals on West Deer Street and East Elm Street in Prineville in Crook County for the sum of $17,283 and referred it to the State Highway Engineer with authority to award the contract as soon as the City of Prineville approves the project and deposits $10,200.

These conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7542.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bl

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

F. D. Morgan
I. D. Merchant
R. B. Clark
J. F. Putnam
William Geibel (SAIF)

RECEIVED
MAR 30 1971

FOR FILING
7-11402
17542

March 29, 1971

Mr. Jim Watson
City Manager
City of Prineville
City Hall
Prineville, Oregon 97754

Dear Mr. Watson:

On March 25 bids were opened for the installation of traffic signals at the intersections of the Ochoco Highway with Elm and Deer Streets in Prineville. Included in the project is the interconnection of the two new and the one existing traffic signal to form a coordinated system.

The pertinent data are as outlined in the tabulation below.

Low Bid	$17,283
Flagging	600
Subtotal	$17,883
Engineering & Contingencies (14½%)	2,593
Total Estimated Cost	$20,476
City Share (50%)	$10,238

If you will submit the City's check in the amount of $10,200, we will proceed to award the contract. It is necessary that such award be made within 30 days from the time of opening bids.

Your cooperation in this matter is appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
H. S. Cox
J. F. Putnam

VPJ:pb srb

RECEIVED
NOV 23 1970
FOR FILING

7-1602
37542

H l
9-30-70

MISC. CONTRACTS and
AGREEMENTS No. 4281

October 5, 1970

City of Prineville
400 East Third Street
Prineville, Oregon 97754

Attention: Jim Watson
City Administrator

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of traffic signals at intersections of 3rd Street with Deer Street and Elm Street.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc F. B. Crandall
(conf. agreement att.)

RECEIVED
SEP 22 1970

7-1602
1542

September 21, 1970

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Prineville for the installation of traffic signals at the intersections of Third Street with Deer Street and Elm Street.

This agreement provides that the State shall do the work and the City is to pay one-half the cost, maintain the installation, and pay for electrical energy. The total estimated cost of this installation is $24,000; the State's share to be taken from Minor Betterment Funds.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the September 29 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
V. E. Skoog
R. N. Bothman
H. S. Cox
J. J. Gix
J. F. Putnam

VPJ:njc sr

CITY OF PRINEVILLE
400 EAST THIRD STREET
PRINEVILLE, OREGON 97754

September 10, 1970

Mr. L. E. George, Operations Engineer
Oregon State Highway Department
Highway Building
Salem, Ore. 97310

Re: Signalization of Third Street (Highway 26)

Dear Mr. George:

Enclosed please find two (2) copies of the executed agreement providing for installation of traffic control signals on Third Street (Highway 26) at the intersection of E. Third and Elm and West Third and Deer Street. Also, enclosed is Resolution No. 374 authorizing the City to sign such an agreement.

As a matter of information the City's share in the amount of $12,000 has been appropriated and we would appreciate the signal installation as soon as possible.

Thank you for your prompt attention to this matter.

Very truly yours,

Jim Watson

Jim Watson
City Administrator

JW:js
enc. (3)

RECEIVED
AUG 21 1970

FOR FILING

7-1662
7542

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
August 19, 1970

SUBJECT: Proposed Traffic Signals
Intersections of Ochoco
Highway with Deer and
Elm Streets
City of Prineville

To: F. B. Klaboe
Assistant State Highway Engineer
BUILDING

There is attached correspondence from the City of Prineville again requesting the installation of traffic signals at the intersections of the Ochoco Highway with Deer and Elm Streets. We have denied this request several times in the past. The most recent denial was based on our lack of funds. I have attached our file to give you the background on these locations. The last investigation in November, 1969, indicated that the warrants for installation were marginal.

These two traffic signals and interconnection with the existing signal would provide good control of traffic through the central part of Prineville. I would also assume that in the interim period the normal growth of traffic would show that the warrants are now met for signalization.

In view of the probable warrants and the repeated requests from the City, I would recommend that we proceed with the installation of these two signals at an estimated cost of $24,000. If you approve, we will proceed with the preparation of the State-City agreement and its transmission to the City.

L. E. George

L. E. George
Operations Engineer

LEG:mk

Attachment

File ret'd to George 8-20-70

RECEIVED
AUG 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

8-20-70
Approved F B Klaboe
Asst. State Hwy. Engr.

AUG 12 1970
TRAFFIC ENGINEERING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

August 11, 1970

Mr. Jim Watson
City Administrator
City Hall
Prineville, Oregon 97754

Dear Mr. Watson:

Your letter of request for additional signalization of Third Street has been referred to our Traffic Section. By a copy of this letter, I am asking them to further evaluate this traffic problem in your city and to advise you as to the results of their investigation.

Very truly yours,

H. S. Cox
County and City Engineer

HSC:lat

cc: P. B. Crandall
J. F. Putnam

NOTED
TRAFFIC CONTROL
ENGINEER

NOTED
L.E. GEORGE

CITY OF PRINEVILLE
400 EAST THIRD STREET
PRINEVILLE, OREGON 97754

August 6, 1970

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Salem, Oregon

Re: Signalization of Third Street - Prineville, Oregon.

Dear Mr. Cox:

The City of Prineville has on various occasions requested the State Highway Department to investigate the feasibility of establishing additional signalization on Third Street (Highway 26). As a result of these investigations the Highway Department has repeatedly recommended that no additional traffic signals are warranted.

The City Council of Prineville feels that your warrant system is basically a good approach to justifying additional signalization throughout the State of Oregon, however, the system appears to be rather rigid and does not reflect the local opinion of citizens here in Prineville who constantly experience problems in crossing Third Street. The problem of congestion at Third and Main (the only signalized intersection in the City) is attributed to vehicular traffic attempting to cross Third Street under protection of lights rather than using the more convenient unsignalized intersections. Also, the accident frequency rate for Third and Main is the highest in Central Oregon.

The City Council is most concerned about insufficient signalization on Third Street and requests that pre-timed signals be installed at the intersection of Third and Elm and Third and Deer Street to alleviate the obvious traffic hazards that exist at these crossings.

I would be pleased to meet with you at your convenience to further discuss the matter.

Thank you.

Very truly yours,

Jim Watson

Jim Watson, City Administrater

JW/de
Copy to: Mr. Bill Ikola
Oregon State Highway Department
Bend, Oregon 97701

RECEIVED
COUNTY & CITY SECTION
AUG 11 1970
☑ ENGR. ☐ COOR. ☐ CC ☐ AE ☐ UC
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

9-1130 Fort Rock Rd.-Crooked R. Hwy. Sec. '71
on Central Oregon Hwy., E. of Bend.
#7543 (Paving)

RECEIVED
SEP 22 1971
FOR FILING

9-1130

7543

September 21, 1971

U. S. Fidelity & Guaranty Company
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

Contract 7543

Gentlemen:

A post-final payment for $3,989.51 will be made to L. W. Vail, Inc., for paving on the Fort Rock Road-Crooked River Highway Section of the Central Oregon Highway in Deschutes County as soon as the warrant is prepared.

The total amount paid on this contract will be $301,985.09 including the post-final payment. Of the total, $3,433.31 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc L. W. Vail Company, Inc.
P. O. Box 847
Pasco, Washington 99301

bc F. D. Morgan
I. D. Merchant
V. E. Skoog
Attn: John Harr
J. F. Putnam

CEIVED
1971

R FILING

1130

7543

September 8, 1971

U. S. Fidelity and Guaranty Co.
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

On September 1, 1971, we wrote to you concerning release of final payment on Contract No. 7543 awarded to L. W. Vail Co., Inc., for paving on Fort Rock Road-Crooked River Highway Section of Central Oregon Highway in Deschutes County.

Final payment on this contract is $19,130.15 and the total contract amount is $377,595.58 including $5,433.51 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc L. W. Vail Co., Inc.
P. O. Box 847
Pasco, Washington 99301

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
J. F. Putman

RECEIVED
SEP 1 - 1971
FOR FILING

9-1130
7543

September 1, 1971

U. S. Fidelity and Guaranty Co.
321 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7543 awarded to L. W. Vail Co., Inc., for paving Fort Rock Road-Crooked River Highway Section on the Central Oregon Highway in Deschutes County was completed July 21, 1971, and accepted by the Highway Commission on August 11, 1971.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before September 7, 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc L. W. Vail Co., Inc.
P. O. Box 647
Pasco, Washington 99301

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
J. F. Putnam

RECEIVED
SEP 1 - 1971

FOR FILING

9-1130
7543

August 31, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed July 21, 1971 on Contract No. 7543. The contract was with L. W. Vail Company, Inc. and was for paving on the Fort Rock Road-Crooked River Highway Section of the Central Oregon Highway in Deschutes County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 31, 1971 and that you concur in this procedure at the Commission meeting on September 7, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
J. F. Putnam

VG:fw

9-1130
7543

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Fort Rock Road - Crooked River Highway	WEEK ENDING August 14, 1971
		SECTION PREFIX 9-1130
	HIGHWAY Central Oregon	COUNTY Deschutes
NAME OF JOB Fort Rock Road - Crooked River Highway	KIND OF WORK Paving	
CONTRACTOR L. W. Vail Co., Inc.	CONTRACT NUMBER 7543	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT March 30, 1971	DATE WORK STARTED May 3, 1971	ESTIMATED COMPLETION DATE Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS 140	CALENDAR DAYS USED 89
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 64
PROJECT AUTHORIZATION: $ 415,632.46		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 382,674.82	ENGINEERING AUTHORIZATION $ 32,957.64	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 384,428.64	ENGINEERING COST TO DATE $ 22,321.00 This week 288.00	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN 0.5 %	PERCENT OF AUTHORIZATION 68 %	July 21, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					14.26
MILES PARTIALLY COMPLETED					
MILES COMPLETED					14.26
TOTAL ESTIMATED QUANTITIES (CONTRACT)					48,300
TOTAL QUANTITIES CORRECTED TO DATE					47,121
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					47,121
AVERAGE DAILY QUANTITIES					1,625
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					Complete
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal estimate was submitted to Region Office on 8/11/71.

*** FINAL REPORT ***

SIGNED R. H. Clark LOCATION Bend
R. H. Clark, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

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MAY 11 1971
FORM 2-30 (12-67)

FOR FILING

9-1150

7543

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 7, 1971

NO
A. E. Johnson

SUBJECT:

To:

J. F. Putnam
Region Engineer
P.O. Box 1249
Bend, Oregon 97701

Fort Rock Rd.-Crooked River
Highway Section; Asphalt
Concrete, Contract #7543

We have completed tests on material from the MP 27.15 gravel pit to determine specification changes required for use of the material in asphalt concrete construction on subject project. Attached are test reports #962827-32 and #963257-9.

Three of the original six source qualification samples, #961270 and #902163-7 reported May 4, indicate excess degradation. It appeared from visual examinstion of the material that the quantity of extraneous matter, loosely cemented silty sandstone, contained in the three samples caused the high degradation.

A second series of six samples were submitted for further testing. The tests show that two of the samples contain excess extraneous matter which is easily crumbled when evaluated by the AASHO T112 Friable Particle Test. The same two samples with high percentage of friable particles fail the degradation test. However, when the extraneous material is removed the remaining aggregate is of suitable durability. We recommend the use of the AASHO T112 test as a field source qualification test to limit the area of the pit acceptable for aggregate production.

Preliminary Class "B" asphalt concrete mix design tests have been made to determine mix proportions required for improved pavement flexibility using materials from the source. Aggregate gradation for (3/4-1/4), (1/4-10) and (10-0) for the three test mixes are: #1) 40%, 26%, 34%;(#2) 40%, 32%, 28%;(#3) 40%, 37%, 23%. Test results indicate that mixes of the #2 and #3 types are required to obtain better pavement properties.

It was agreed that a modified Class "C" rather than Class "B" mix should be used on the project. The following are the required material specification changes from the standard Class "C" mix.

1. Section 403.11 Include a modified Class "C" mix with following gradation limits.

All aggregate must pass 3/4"

Aggregate	Size	3/4-1/2,	0-5%
"	"	1/2-1/4,	15-33%
"	"	1/4-10,	33-55%
"	"	10-40,	13-21%
"	"	40-200,	4-15%
"	"	pass 200,	2.5-6.5%
Asphalt Cement,			4.5-9.5%

2. Section 703.08(b) Add the requirement that the amount of deleterious extraneous substance contained in the pit run material used for coarse aggregate production shall not exceed the following limit:

Friable Particles (AASHO T112)-0.15% (by weight)

3. Section 703.08(b-3) Include 1/2"-1/4" separated size requirements for modified Class "C" mix.

4. Section 703.08(c) Add the requirement that the amount of deleterious extraneous substance contained in the pit run material used for fine aggregate production shall not exceed the following limit:

Friable Particles (AASHO T112)-0.60%(by weight)

5. Section 703.08(c) In the table following the third paragraph include the following requirement for fine aggregate used in the modified Class "C" mix:

Percentage Retained on No. 10 Sieve,-53-68

JOHN C. JENKINS
Engineer of Materials & Research

by
JE Wilson
James E. Wilson, Jr.
Asst. Engineer of Materials & Research

cc: A. E. Johnson
F. D. Morgan
R. H. Clark

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MAY 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE H[illegible]WAY DIVISION
MATERIALS SECTION

*PRELIMINARY BITUMINOUS MIXTURE DESIGN
Low 1/4"-10 Mix, 24.3%

[illegible]aboratory No. 963257
Data Sheet No. A-35796
Prefix 9-1130
Amount Charge 140—
Date Received 4/18/71
Date Reported May 7, 1971

Project Fort Rock Rd. – Crooked Riv. Hwy Mix Type-Class "B" AR
Contractor: Prime L.W. Vail Co. Contract No. 7543 Fed. Aid No. State
Paving
Engineer: Region J.F. Putnam Resident R.H. Clark
Aggregate: Source Pit Site M.P. 27.15 Central Ore Hy Type Gravel
Asphalt: Brand Chevron Grade 60/70

MIX DESIGN PROPORTIONS:

Agg. Size	Typical 3/4 - 1/4	(1/4-0) 43% (1/4-10)		Comb. Agg. Dry Sieve	RECOMMENDED MIX PROPORTIONS – Gradation - test sample washed by Rotarex	Wearing Surface	Base Course	Shoulder Course	P.M.B.B. Course
% Comb.	39	61							
1									
3/4	7.0			2.6	2.6	2.4			
1/2	32.5			12.7	12.5	11.5			
3/8	30.0			11.7	11.5	10.6			
1/4	23.5	7.0		13.5	13.3	12.3			
4	4.0	11.8		8.8	8.7	8.0			
10	P4 3.0	28.2		17.8	17.6	16.3			
40		34.0		20.9	20.6	19.0			
200		13.9		8.7	9.5	8.8			
P200		5.1		3.3	3.7	3.4			
No. Ave.									
Asphalt Content Including 0.6 %Retention						7.7			

COMPACTION CONTROL AND VOID CONTENT DATA:

	Wearing	Base	Shoulder	P.M.B.B.
Mix type - Course				
Bulk Sp. Gravity @ 100% Compaction	2.18			
Mix Design % Voids @ 100% Compaction	3.5			

MIX DESIGN TEST DATA: Temperature of Mixture when mixed – 280°F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Chevron 60/70	6.0	6.5	7.0	7.5	8.0
" Film Thickness	Dry-Suff.	Suff.	Suff.	Suff.	Suff-Th.
Stability Value @ 1st Compaction	43	41	41	41	41
Cohesion " " " "	398	446	455	502	533
Bulk Sp. Gravity @ 1st Compaction	2.06	2.08	2.10	2.12	2.14
Percent Voids " " "	11.6	10.0	8.3	6.6	4.9
Stability Value @ 2nd Compaction	57	54	52	47	46
Bulk Sp. Gravity @ 2nd Compaction	2.12	2.14	2.16	2.18	2.19
Percent Voids " " "	9.0	7.4	5.7	4.0	2.7
Real Gravity @ 0% Voids	2.33	2.31	2.29	2.27	2.25

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%) Chevron 60/70	6.0	7.0	8.0
Index of Ret. Str. (%)	46	77	86

*This is not a construction design, a composite of samples #962827-32 were laboratory crushed for use in preparation of design specimens.

X Const.
X Putnam
X Clark
X R. J. Vancleave
X Soils & Geology
X Files
X L. W. Vail Co., Inc.

John C. Jenkins
Engineer of Materials

OREGON STATE H WAY DIVISION
MATERIALS SECTION

Laboratory No. 963258
Data Sheet No. A-35996
Prefix 9-1130
Amount Charge 140—
Date Received 4/18/71
Date Reported May 7, 1971

*PRELIMINARY BITUMINOUS MIXTURE DESIGN
Medium 1/4"-#10 Mix, 29.3%

Mix Type-Class "B" A/c
Project Fort Rock Rd.-Crooked Riv. Hwy Contract No. 7513 Fed. Aid No. State
Contractor: Prime L.W. Vail Co.
Paving
Engineer: Resident R.H. Clark
Region J.F. Putnam
Aggregate: Source Pit Site, MP. 27.15 Central Ore. Hwy Type Gravel
Asphalt: Brand Chevron Grade 60/70

MIX DESIGN PROPORTIONS:

Agg. Size	Typical 3/4 - 1/4	(1/4-0) 53%(1/4-1		Comb. Agg. Dry Sieve	Gradation - test sample washed by Rotarex	Wearing Surface	Base Course	Shoulder Course	P.M.B.B. Course
% Comb.	39	61							
1									
3/4	7.0			2.6	2.6	2.4			
1/2	32.5			12.7	12.5	11.5			
3/8	30.0			11.7	11.5	10.6			
1/4	23.5	7.0		13.5	13.3	12.3			
4	4.0	14.5		10.5	10.3	9.5			
10	P4 3.0	34.8		21.8	21.4	19.8			
40		30.7		18.9	18.6	17.2			
200		7.9		5.0	6.1	5.6			
P200		5.1		3.3	3.7	3.4			
No. Ave.									
Asphalt Content Including 0.4 %Retention						7.7			

RECOMMENDED MIX PROPORTIONS

COMPACTION CONTROL AND VOID CONTENT DATA:

	Wearing	Base	Shoulder	P.M.B.B.
Mix type - Course				
Bulk Sp. Gravity @ 100% Compaction	2.18			
Mix Design % Voids @ 100% Compaction	3.5			

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 280°F.
(ASTM-D1560 and 1561)

Asphalt Content (%) Chevron 60/70	6.0	6.5	7.0	7.5	8.0
Resistance to Deformation and Cohesion:	Dry-Suff	Suff.	Suff.	Suff.	Suff-Thick
" Film Thickness					
Stability Value @ 1st Compaction	33	36	36	36	34
Cohesion " " "	334	368	399	415	502
Bulk Sp. Gravity @ 1st Compaction	2.06	2.08	2.10	2.12	2.13
Percent Voids " " "	11.6	10.0	8.3	6.6	5.3
Stability Value @ 2nd Compaction	45	47	48	51	43
Bulk Sp. Gravity @ 2nd Compaction	2.12	2.14	2.16	2.18	2.19
Percent Voids " " "	9.0	7.4	5.7	4.0	2.7
Real Gravity @ 0% Voids	2.33	2.31	2.29	2.27	2.25

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content(%) Chevron 60/70	6.0	7.0	8.0
Index of Ret. Str. (%)	42	94	100+

* This is not a construction design, a composite of samples #962827-32 were laboratory crushed for use in preparation of design specimens.

X Const.
X Putnam
X Clark
X R.J. VanCleave
X Soils & Geology
X Files
X L. W. Vail Co., Inc.

John C. Jenkins
Engineer of Materials

963259

boratory No.

Data Sheet No. A-35996

Prefix 9-1130

Amount Charge 140—

Date Received 4/19/71

Date Reported May 7, 1971

OREGON STATE H WAY DIVISION
MATERIALS SECTION

PRELIMINARY BITUMINOUS MIXTURE DESIGN
High 1/4"-#10 Mix, 34.2%

Mix Type-Class "B" A/C

Project Fort Rock Rd - Crooked Riv. Hwy Contract No. 7543 Fed. Aid No. State

Contractor: Prime L.W. Vail Co.

Paving

Resident R.H. Clark

Engineer: Region J.F. Putnam

Aggregate: Source Pit Site M.P. 27.15 Central Ore Hwy Type Gravel

Asphalt: Brand Chevron Grade 60/70

MIX DESIGN PROPORTIONS:

				Comb. Agg.		RECOMMENDED MIX PROPORTIONS			
					Gradation - test sample washed by Rotarex				
Agg. Size	Typical 3/4 - 1/4	(1/4-0) 63%(1/4-10)		Dry Sieve		Wearing Surface	Base Course	Shoulder Course	P.M.B.B. Course
% Comb.	39	61							
1				2.6	2.6	2.4			
3/4	7.0			12.7	12.5	11.5			
1/2	32.5			11.7	11.5	10.6			
3/8	30.0			13.5	13.3	12.2			
1/4	23.5	7.0		12.1	11.9	10.9			
4	4.0	17.2		25.9	25.4	23.3			
10	P1/4 3.0	41.4		15.0	14.7	13.5			
40		24.2		3.9	4.8	4.4			
200		6.2		2.6	3.3	3.0			
P200		4.0							
No.Ave.						8.2			
Asphalt Content Including 0.6 %Retention									

COMPACTION CONTROL AND VOID CONTENT DATA:

	Wearing	Base	Shoulder	P.M.B.B.
Mix type - Course				
Bulk Sp. Gravity @ 100% Compaction	2.15			
Mix Design % Voids @ 100% Compaction	3.5			

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 280 °F.

Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Chevron 60/70	6.0	6.5	7.0	7.5	8.0
" Film Thickness	Suff.	Suff.	Suff.	Suff.	Suff-Thick
Stability Value @ 1st Compaction	27	29	35	34	34
Cohesion " " "	312	320	384	400	371
Bulk Sp. Gravity @ 1st Compaction	2.02	2.04	2.06	2.08	2.08
Percent Voids " " "	12.9	11.3	9.6	8.0	7.1
Stability Value @ 2nd Compaction	49	49	49	48	42
Bulk Sp. Gravity @ 2nd Compaction	2.08	2.10	2.12	2.14	2.15
Percent Voids " " "	10.3	8.7	7.0	5.3	4.0
Real Gravity @ 0% Voids	2.32	2.30	2.28	2.26	2.24

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content(%) Chevron 60/70	6.0	7.0	8.0
Index of Ret. Str. (%)	37	72	83

This is not a construction design, a composite of samples #962827-32 were laboratory crushed for use in preparation of design specimens.

- X Const.
- X Putnam
- X Clark
- X R. J. VanCleave
- X Soils & Geology
- X Files
- X L. W. Vail Co., Inc.

John C. Jenkins
Engineer of Materials

Form E-61—5M—1-64

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project Fort Rock Road - Crooked River Highway
Prefix No. 9-1130
Highway Central Oregon
County Deschutes
Contractor L. W. Vail Co., Inc.
Contract No. 7543
F.A. Project No.
Submitted by R. H. Clark
Date Reported May 7, 1971
Laboratory Charges $ 122.50
Page 1 of 2

REPORT ON SAMPLE OF AGGREGATE

Source of material M.P. 27.15, Central Oregon Hwy.
Sampled at Test Hole No. 1
To be used Class 'B' A/C
Date received April 26, 1971
Sampled by K. Holden
Quantity represented 40,000 cy.
Date Sampled April 26, 1971
Sample No. 1

TEST RESULTS

Laboratory No. 962827
Type of material Pit run gravel
Data Sheet No. A35997
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
7	0	0	
6	8	8	
5	7	15	
3	11	26	
2	2	28	
1½	3	31	
1	5	36	
¾	5	41	
½	5	46	
3/8	3	49	
¼	4	53	
4	3	56	
10	9	65	
40	21	86	
80	8	94	
200	4	98	
P200	1.6	1.6	

Abrasion, per cent wear, Los Angeles Rattler	*22.12	
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	N.P.	%
Manufactured fines		%
Liquid limit: Natural fines	N.P.	%
Manufactured fines		%
Fracture		%
Sand equivalent	40	
Oregon degradation:	P #20	Height
Std. procedure	20.41%	1.9"
Std. procedure(Washed 10-20)	21.19%	1.5"
Std. proc.(Friable mat. removed)	19.08%	1.4"
Organic Material, color plate No.		

Material as represented by this sample (does) (~~does not~~) comply with specifications, for degradation & abrasion.

* Abrasion test made on combined material from sample numbers 962827 - 962832.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Putnam
X Resident Engineer Clark
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X R. J. Van Cleave
X L. W. Vail Co., Inc.

John C. Jenkins
Engineer of Materials

SP*19219-734

Form E-61—3M—1-64

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Prefix No. 9-1130
Project Fort Rock Road - Crooked River Highway
County
Highway
Contract No.
F.A. Project No.
Contractor
Date Reported
Submitted by
Laboratory Charges

REPORT ON SAMPLE OF AGGREGATE

Page 2 of 2

Source of material
Sampled at
Date received
To be used
Quantity represented
Sampled by
Date Sampled

TEST RESULTS

Type of material
Laboratory No. 962827
Screen opening Square
Data Sheet No. A35997

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
7	0	0	
6	8	8	
5	7	15	
3	10	25	
2	2	27	
1½	3	30	
1	4	34	
¾	5	39	
½	5	44	
3/8	4	48	
¼	3	51	
4	3	54	
10	10	64	
40	21	85	
80	7	92	
200	4	96	
P200	3.6	3.6	

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines %
Manufactured fines %
Liquid limit: Natural fines %
Manufactured fines %
Fracture
Sand equivalent
Oregon degradation: Pass No. 20 %
Height in.
Strength test, per cent of standard mortar:
Compression %
Organic Material, color plate No.

Material as represented by this sample (does) (does not) comply with specifications.

Friable Particles (AASHO T112):

Size	% Loss
1½ +	0.0
1½ - 3/4	0.0
3/4 - 3/8	0.0
3/8 - # 4	0.11
# 4 - #16	0.49

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer
Resident Engineer
Dist. Maint. Supt.
Foreman
Geology and Soils
Files

John C. Jenkins
Engineer of Materials

SP*10219-734

Form E-61—5M—1-64

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	Fort Rock Road - Crooked River Highway	Prefix No.	9-1130
		County	Deschutes
Highway	Central Oregon	F.A. Project No.	
Contractor	L. W. Vail Co., Inc. Contract No. 7543	Date Reported	May 7, 1971
Submitted by	R. H. Clark	Laboratory Charges	$ 94.50

age 1 of 2

REPORT ON SAMPLE OF AGGREGATE

Source of material	M.P. 27.15, Central Oregon Hwy.	Sampled at	Test Hole No. 2
		Date received	April 26, 1971
To be used	Class 'B' A/C	Quantity represented	40,000 cy.
Sampled by	K. Holden		
Date Sampled	April 26, 1971		
Sample No.	2		

TEST RESULTS

Laboratory No. 962828
Type of material Pit run gravel
Data Sheet No. A35997
Screen opening Square

GRANULOMETRIC ANALYSIS

	Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
	5	0	0	
	4	5	5	
	3	9	14	
	2	13	27	
	1½	7	34	
	1	4	38	
	¾	4	42	
	½	5	47	
	3/8	4	51	
	¼	5	56	
	4	3	59	
	10	8	67	
	40	15	82	
	80	7	89	
	200	6	95	
T-27	P200	4.3	4.3	
	Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	N.P.	%
Manufactured fines		%
Liquid limit: Natural fines	N.P.	%
Manufactured fines		%
Fracture		
Sand equivalent	27	
Oregon degradation:	P #20	Height
Std. procedure	64.81%	13.0"
Std. procedure(Washed 10-20)	-	-
Std. proc.(Friable mat. removed)	18.42%	1.2"
Organic Material, color plate No.		

Material as represented by this sample ~~(does)~~ (does not) comply with specifications. Material contains excess extraneous matter. Section 703.08(b) &(c). Excess degradation. Material contains excess extraneous matter, Section 703.08(b) &(c).

Excess degradation. as indicated by AASHO T112 test results. Page 2 of this report.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Putnam
X Resident Engineer Clark
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X R. J. Van Cleave
X L. W. Vail Co., Inc.
SP*19219-734

John C. Jenkins
Engineer of Materials

Form E-61—5M—1-64

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Prefix No. 9-1130
Project Fort Rock Road - Crooked River Highway
County
Highway
Contract No.
F.A. Project No.
Contractor
Date Reported
Submitted by
Laboratory Charges

REPORT ON SAMPLE OF AGGREGATE

Page 2 of 2

Source of material
Sampled at
Date received
To be used
Quantity represented
Sampled by
Date Sampled

TEST RESULTS

Type of material
Laboratory No. 962828
Screen opening Square
Data Sheet No. A35997

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
5	0	0	
4	5	5	
3	9	14	
2	13	27	
1½	6	33	
1	5	38	
¾	3	41	
½	3	41	
3/8	2	43	
¼	2	45	
4	1	46	
10	8	54	
40	18	72	
80	8	80	
200	8	88	
T-11 P200	12.4	12.4	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines %
Plasticity index: Natural fines %
Manufactured fines %
Liquid limit: Natural fines %
Manufactured fines %
Fracture
Sand equivalent %
Oregon degradation: Pass No. 20 in.
Height
Strength test, per cent of standard mortar: %
Compression
Organic Material, color plate No.

Material as represented by this sample (does) (does not) comply with specifications.

Friable Particles (AASHO T112):

Size	% Loss
1½ +	0.00
1½ - 3/4	0.00
3/4 - 3/8	0.10
3/8 - # 4	0.90
# 4 - #16	9.85

Note high percentage friable material (#4 - #16)

TEST REPORT DISTRIBUTION:
- Bureau of Public Roads
- Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- Division Engineer
- Resident Engineer
- Dist. Maint. Supt.
- Foreman
- Geology and Soils
- Files

John C. Jenkins
Engineer of Materials

SP*19219-734

Form E-61—5M—1-64

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	Fort Rock Road - Crooked River Highway	Prefix No.	9-1130
		County	Deschutes
Highway	Central Oregon	F.A. Project No.	
Contractor	L. W. Vail Co., Inc. Contract No. 7543	Date Reported	May 7, 1971
Submitted by	R. H. Clark	Laboratory Charges	$ 108.50

Page 1 of 2

REPORT ON SAMPLE OF AGGREGATE

Source of material M.P. 27.15, Central Oregon Hwy.

Sampled at Test Hole No. 3

To be used	Class 'B' A/C	Date received	April 26, 1971
Sampled by	K. Holden	Quantity represented	40,000 cy.
Date Sampled	April 26, 1971		
Sample No.	3		

TEST RESULTS

Laboratory No. 962829

Data Sheet No. A35997

Type of material Pit run gravel

Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
6	0	0	
5	25	25	
3	6	31	
2	6	37	
1½	4	41	
1	5	46	
¾	3	49	
½	5	54	
3/8	3	57	
¼	5	62	
4	3	65	
10	9	74	
40	17	91	
80	6	97	
200	2	99	
-27 P200	1.4	1.4	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	N.P.	%
Manufactured fines		%
Liquid limit: Natural fines	N.P.	%
Manufactured fines		%
Fracture		%
Sand equivalent	40	
Oregon degradation:	P #20	Height
Std. procedure	39.71%	13.2"
Std. procedure (Washed 10-20)	36.20%	12.3"
Std. proc. (Friable mat. removed)	18.47%	1.2"
Organic Material, color plate No.		

Material as represented by this sample ~~(does)~~ (does not) comply with specifications. Excess degradation. Material contains excess extraneous matter, Section 703.08(b) & (c) as indicated by the AASHO T112 test results, Page 2 of this report.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Putnam
X Resident Engineer Clark
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X R. J. Van Cleave
X L. W. Vail Co., Inc.

John C. Jenkins
Engineer of Materials

61°°19219-734

Form E-61—8M—1-64

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project Fort Rock Road - Crooked River Highway
Prefix No. 9-1130
Highway
County
Contractor
Contract No.
F.A. Project No.
Submitted by
Date Reported
Laboratory Charges

Page 2 of 2

REPORT ON SAMPLE OF AGGREGATE

Source of material
Sampled at
To be used
Date received
Sampled by
Quantity represented
Date Sampled

TEST RESULTS

Laboratory No. 962829
Type of material
Data Sheet No. A35997
Screen opening Square

GRANULOMETRIC ANALYSIS

	Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
	6	0	0	
	5	24	24	
	3	6	30	
	2	6	36	
	1½	3	39	
	1	5	44	
	¾	3	47	
	½	4	51	
	3/8	2	53	
	¼	4	57	
	4	2	59	
	10	9	68	
	40	19	87	
	80	7	94	
	200	3	97	
T-11	P200	3.0	3.0	
	Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines %
Manufactured fines %
Liquid limit: Natural fines %
Manufactured fines %
Fracture %
Sand equivalent
Oregon degradation: Pass No. 20 %
Height in.
Strength test, per cent of standard mortar:
Compression %
Organic Material, color plate No.

Material as represented by this sample (does) (does not) comply with specifications.

Friable Particles (AASHO T112):

Size	% Loss
1½ +	0.00
1½ - 3/4	0.00
3/4 - 3/8	0.76
3/8 - # 4	4.28
# 4 - #16	2.37

Note high percentage of friable material, (¾"-3/8"), (3/8"-#4), (#4 - #16)

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer
Resident Engineer
Dist. Maint. Supt.
Foreman
Geology and Soils
Files

John C. Jenkins
Engineer of Materials

SP*19219-734

Form E-61—3M—1-64

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	Fort Rock Road - Crooked River Highway	Prefix No.	9-1130
		County	Deschutes
Highway	Central Oregon	F.A. Project No.	
Contractor	L. W. Vail Co., Inc. Contract No. 7543	Date Reported	May 7, 1971
Submitted by	R. H. Clark	Laboratory Charges	$ 108.50

Page 1 of 2

REPORT ON SAMPLE OF AGGREGATE

Source of material	M.P. 27.15, Central Oregon Hwy.	Sampled at	Test Hole No. 4
		Date received	April 26, 1971
To be used	Class 'B' A/C	Quantity represented	40,000 cy.
Sampled by	K. Holden		
Date Sampled	April 26, 1971		
Sample No.	4		

TEST RESULTS

Laboratory No.	962830	Type of material	Pit run gravel
Data Sheet No.	A35997	Screen opening	Square

GRANULOMETRIC ANALYSIS

	Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
	6	0	0	
	5	8	8	
	4	17	25	
	3	17	42	
	2	7	49	
	1½	6	55	
	1	6	61	
	¾	4	65	
	½	6	71	
	3/8	3	74	
	¼	4	78	
	4	2	80	
	10	6	86	
	40	11	97	
	80	2	99	
	200	1	1	
T-27	P200	0.3	0.3	

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	N.P.	%
Manufactured fines		%
Liquid limit: Natural fines	N.P.	%
Manufactured fines		%
Fracture		%
Sand equivalent	31	
Oregon degradation:	P #20	Height
Std. procedure	20.48%	2.6"
Std. procedure(Washed 10-20)	21.30%	2.0"
Std. proc.(Friable mat. removed)	17.66%	1.5"
Organic Material, color plate No.		

Material as represented by this sample (does) (~~does not~~) comply with specifications.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Putnam
X Resident Engineer Clark
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X R. J. Van Cleave
X L. W. Vail Co., Inc.
SP*18219-734

John C. Jenkins
Engineer of Materials

Form E-61—5M—1-64

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project Fort Rock Road - Crooked River Highway
Prefix No. 9-1130
Highway
County
Contractor
Contract No.
F.A. Project No.
Submitted by
Date Reported
Laboratory Charges

Page 2 of 2

REPORT ON SAMPLE OF AGGREGATE

Source of material
Sampled at
To be used
Date received
Sampled by
Quantity represented
Date Sampled

TEST RESULTS

Laboratory No. 962830
Type of material
Data Sheet No. A35997
Screen opening Square

GRANULOMETRIC ANALYSIS			
Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
6	0	0	
5	8	8	
4	16	24	
3	17	41	
2	7	48	
1½	6	54	
1	5	59	
¾	4	63	
½	5	68	
3/8	3	71	
¼	4	75	
4	2	77	
10	6	83	
40	12	95	
80	2	97	
200	1	98	
T-11 P200	2.0	2.0	

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines		%
Manufactured fines		%
Liquid limit: Natural fines		%
Manufactured fines		%
Fracture		%
Sand equivalent		
Oregon degradation: Pass No. 20		%
Height		in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.		

Material as represented by this sample (does) (does not) comply with specifications.

Friable Particles (AASHO T112):

Size	% Loss
1½ +	0.01
1½ - 3/4	0.01
3/4 - 3/8	0.01
3/8 - # 4	0.12
# 4 - #16	0.04

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer
Resident Engineer
Dist. Maint. Supt.
Foreman
Geology and Soils
Files

John C. Jenkins
Engineer of Materials

81--10219-724

Form E-61—5M—1-64

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	Fort Rock Road - Crooked River Highway	Prefix No.	9-1130
Highway	Central Oregon	County	Deschutes
Contractor	L. W. Vail Co., Inc. Contract No. 7543	F.A. Project No.	
Submitted by	R. H. Clark	Date Reported	May 7, 1971
		Laboratory Charges	$ 108.50

Page 1 of 2

REPORT ON SAMPLE OF AGGREGATE

Source of material	M.P. 27.15, Central Oregon Hwy.	Sampled at	Test Hole No. 5
		Date received	April 26, 1971
To be used	Class 'B' A/C	Quantity represented	40,000 cy.
Sampled by	K. Holden		
Date Sampled	April 26, 1971		
Sample No.	5		

TEST RESULTS

Laboratory No.	962831	Type of material	Pit run gravel
Data Sheet No.	A35997	Screen opening	Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
8	0	0	
7	17	17	
4	4	21	
3	2	23	
2	11	34	
1½	5	39	
1	11	50	
¾	4	54	
½	5	59	
3/8	3	62	
¼	4	66	
4	3	69	
10	8	77	
40	16	93	
80	4	97	
200	2	99	
P200	0.8	0.3	

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	N.P.	%
Manufactured fines		%
Liquid limit: Natural fines	N.P.	%
Manufactured fines		%
Fracture		%
Sand equivalent	42	
Oregon degradation:	P #20	Height
Standard procedure	19.40%	1.7"
Standard procedure(Washed 10-20)	16.85%	1.1"
Std. Proc.(Friable mat. removed)	17.39%	1.4"
Organic Material, color plate No.		

Material as represented by this sample (does) ~~(does not)~~ comply with specifications.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Putnam
X Resident Engineer Clark
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X R. J. Van Cleave
X L. W. Vail Co., Inc.

John C. Jenkins
Engineer of Materials

SP*19219-734

Form E-61—5M—1-64

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project Fort Rock Road - Crooked River Highway
Prefix No. 9-1130
Highway
County
Contractor
Contract No.
F.A. Project No.
Submitted by
Date Reported
Laboratory Charges

Page 2 of 2

REPORT ON SAMPLE OF AGGREGATE

Source of material
Sampled at
To be used
Date received
Sampled by
Quantity represented
Date Sampled

TEST RESULTS

Laboratory No. 962831
Type of material
Data Sheet No. A35997
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
8	0	0	
7	17	17	
4	4	21	
3	2	23	
2	11	34	
1½	5	39	
1	11	50	
¾	4	54	
½	5	59	
3/8	3	62	
¼	3	65	
4	3	68	
10	8	76	
40	8	84	
80	8	92	
200	4	96	
P200	4.1	4.1	

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines %
Manufactured fines %
Liquid limit: Natural fines %
Manufactured fines %
Fracture %
Sand equivalent
Oregon degradation: Pass No. 20 %
Height in.
Strength test, per cent of standard mortar:
Compression %
Organic Material, color plate No.

Material as represented by this sample (does) (does not) comply with specifications.

Friable Particles (AASHO T112):

Size	% Loss
1½ +	0.00
1½ - 3/4	0.00
3/4 - 3/8	0.00
3/8 - # 4	0.01
# 4 - #16	0.03

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer
Resident Engineer
Dist. Maint. Supt.
Foreman
Geology and Soils
Files

John C. Jenkins
Engineer of Materials

SP*19219-734

Form E-81—5M—1-64

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	Fort Rock Road - Crooked River Highway	Prefix No.	9-1130
Highway	Central Oregon	County	Deschutes
Contractor	L. W. Vail Co., Inc. Contract No. 7543	F.A. Project No.	
Submitted by	R. H. Clark	Date Reported	May 7, 1971
Page 1 of 2		Laboratory Charges	$ 108.50

REPORT ON SAMPLE OF AGGREGATE

Source of material	M.P. 27.15, Central Oregon Hwy.		
		Sampled at	Test Hole No. 6
To be used	Class 'B' A/C	Date received	April 26, 1971
Sampled by	K. Holden	Quantity represented	40,000 cy.
Date Sampled	April 26, 1971		
Sample No.	6		

TEST RESULTS

Laboratory No.	962832	Type of material	Pit run gravel
Data Sheet No.	A35997	Screen opening Square	

GRANULOMETRIC ANALYSIS

	Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
	7	0	0	
	6	21	21	
	5	9	30	
	3	6	36	
	2	10	46	
	1½	6	52	
	1	8	60	
	¾	5	65	
	½	6	71	
	3/8	4	75	
	¼	4	79	
	4	3	82	
	10	5	87	
	40	8	95	
	80	3	98	
	200	1	99	
T-27	P200	0.6	0.6	

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	N.P.	%
Manufactured fines		%
Liquid limit: Natural fines	N.P.	%
Manufactured fines		%
Fracture		%
Sand equivalent	34	
Oregon degradation:	P #20	Height
Std. procedure	20.73%	2.3"
Std. procedure(Washed 10-20)	21.78%	1.8"
Std. proc.(Friable mat. removed)	19.05%	1.6"
Organic Material, color plate No.		

Material as represented by this sample* (does) ~~(does not)~~ comply with specifications.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Putnam
X Resident Engineer Clark
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X R. J. Van Cleave
X L. W. Vail Co., Inc.

John C. Jenkins
Engineer of Materials

SP*19219-734

Form E-81—3M—1-54.

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project Fort Rock Road - Crooked River Highway
Prefix No. 9-1130
Highway
County
Contractor
Contract No.
F.A. Project No.
Submitted by
Date Reported
Laboratory Charges

Page 2 of 2

REPORT ON SAMPLE OF AGGREGATE

Source of material
Sampled at
To be used
Date received
Sampled by
Quantity represented
Date Sampled

TEST RESULTS

Laboratory No. 962832
Type of material
Data Sheet No. A35997
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
7	0	0	
6	21	21	
5	9	30	
3	6	36	
2	10	46	
1½	6	52	
1	8	60	
¾	5	65	
½	6	71	
3/8	4	75	
¼	3	78	
4	2	80	
10	6	86	
40	8	94	
80	3	97	
200	1	98	
T-11 P200	1.6	1.6	

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines %
Manufactured fines %
Liquid limit: Natural fines %
Manufactured fines %
Fracture %
Sand equivalent
Oregon degradation: Pass No. 20 %
Height in.
Strength test, per cent of standard mortar:
Compression %
Organic Material, color plate No.

Material as represented by this sample (does) (does not) comply with specifications.

Friable Particles (AASHO T112):

Size	% Loss
1½ +	0.00
1½ - 3/4	0.00
3/4 - 3/8	0.00
3/8 - # 4	0.48
# 4 - #16	0.03

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer
Resident Engineer
Dist. Maint. Supt.
Foreman
Geology and Soils
Files

John C. Jenkins
Engineer of Materials

81-19219-734

RECEIVED
APR 22 1971
FOR FILE

9-1130
7543

April 21, 1971

L. W. Vail Company, Inc.
P. O. Box 247
Pasco, Washington 99301

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7543 for paving
on the Fort Rock Road-Crooked
River Highway Section of the
Central Oregon Highway in
Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc U. S. Fidelity & Guaranty Company
Portland Office
221 Oregon Bank Building
Portland, Oregon 97204

bc F. D. Morgan
I. D. Merchant
R. D. Clark
J. F. Putnam

FORM E-30

Routing

RECEIVED 3

APR 20 1971

CONSTRUCTION DIVISION

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Bend, Oregon 97701
April 19, 1971

SUBJECT: Fort Rock Road-Crooked River Section
Contract 7543
Prefix: 9-1130

To: F. D. Morgan
Construction Engineer
Salem

NOTED
A. E. JOHNSON

Upon receipt of the Project Authorization on subject project, it was noted that the total authorization is approximately $85,000. below the $500,000.00 allotted to this job on the recent bond issue.

This section of Central Oregon Highway, between Fort Rock Road and Gap Ranch, a distance of approximately seventy (70) miles, is badly in need of repair due to a very poor surface condition.

I would like to propose that consideration be given to the extension of this project, utilizing the $85,000.00 remaining from the original allotment. This would give us approximately three (3) additional miles of overlay and would put us that much closer to completing that portion of the Central Oregon Highway that needs repair.

I have unofficially sounded out the contractor regarding this extension, and he advised me that he would be willing to do the work at unit price, plus an adjustment for the additional haul.

Please advise me of your thoughts on this matter.

J. F. Putnam
Regional Engineer

JFP:pb

cc: R. H. Clark

orig returned to Morgan 4-28-71

No

RECEIVED
APR 14 1971

9-1130
7543

April 13, 1971

L. W. Vail Company, Inc.
P. O. Box 847
Pasco, Washington 99301

Gentlemen:

Enclosed are three copies of Contract No. 7543 for $358,996 awarded to you by the State Highway Commission on March 30, 1971, for paving on the Fort Rock Road-Crooked River Highway Section of the Central Oregon Highway in Deschutes County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin April 24, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
R. B. Clark
J. F. Putman

RECEIVED
MAR 31 1971

FOR FILING

9-1130
7543

March 31, 1971

L. W. Vail Co., Inc.
P. O. Box 447
Pasco, Washington 99301

Gentlemen:

The State Highway Commission on March 30, 1971, awarded to you State Highway Contract No. 7543 in the amount of $358,996 on the Fort Rock Road-Crooked River Highway Section of the Central Oregon Highway in Deschutes County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc F. D. Morgan
I. D. Merchant
R. H. Clark
J. F. Putnam
William Geibel (SAIF)

T-5026(2) Stephens St. at Garden Valley 1971
Blvd. (Roseburg) Sec., Oakland-
#7544 Shady Hwy. (Grad., pav., traf. sig)

OYA 4096 - 11-30-70

YELLOW COPY

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-68)
SP*83423-794

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF ROSEBURG
CITY HALL
ROSEBURG, OREGON 97470

Attention of Mr. George C. Stubbert
City Manager

Request No. (assigned by staff engineer or head of division) cc 1391

Date February 26, 1974

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project T-5026(2)
Stephens Street @ Garden Valley Blvd.
City of Roseburg

Covered by agreement dated 11/27/70
Contract #7544

Itemized Statement: CLR-DT File #502602 ADVANCE DEPOSIT $14,383.16

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposits 4/2/71 & 7/3/73	14,383.16	
		Less Amount previously transferred	5,200.00	
		Balance of advance deposit		9,183.16
		City Costs per attached sheet	11,475.48	
		Less amount previously transferred	5,200.00	
		Balance		6,275.48
		TO BE REFUNDED TO CITY		2,907.68

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $14,383.16

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $5,200

Give the number of the last previous request in connection with this same service. cc 1338

Credit distribution: 110-0602-299

Submitted by: Richard Bladorn, Urban Program Engr.

Approved:
Division Engineer

Approved: ☑ ENGR. ☑ ASST. ☑ OE ☒ AE ☑ UE ☑ UPE ☑ CE R RE ☑ RPE ☐
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

PROJECT COST SUMMARY

TOPICS Project T-5026(2)
Stephens Street @ Garden Valley Blvd.
City of Roseburg
Contract #7544

Preliminary Engineering	$ 2,863.57
Payments to Contractor	43,881.64
SFO #1 Signing & Striping (City & County)	6,183.16
SFO #2 Signing & Striping (State)	858.00
Construction Engineering	6,446.07
TOTAL PROJECT COST	$60,232.44
Federal Aid Funds Collected	37,381.48
BALANCE	$22,850.96
City share per agreement 11/27/70	$11,475.48
City's Advance Deposit 4/1/71 & 6/25/73	$14,383.16
Balance to be refunded to City	$ 2,907.68

2/26/74

(MEMORANDUM)

Final Voucher

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

DO.O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, Oregon

PAID BY

(For use of Paying Office)

STATE Oregon

FEDERAL AID PROJECT NO. T-5020(2)

VOUCHER PERIOD: FROM 10-20-70 TO 5-21-72

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
[illegible]0,232.44	$58,785.15	63.59%	$37,381.48	$37,381.48	$0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V.E. Skoog
Fiscal Officer ODT

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	STEPHENS ST. AT GARDEN VALLEY BLVD. (ROSEBURG) SECTION					
	DOUGLAS COUNTY					
	Preliminary Engineering					
	[illegible]					
	Preliminary Engineering	All	Required		$ 2,863.57	
	Total Preliminary Engineering Cost				$ 2,863.57	
	Construction					
	Type Code [illegible] (Contract No. 7544)					
	Grading, Paving and Signals (Sta. [illegible] to Sta. 2514 [illegible])					
	Final Contract Payment Summary	Lump	Sum		$40,796.64	
		Subtotal			$40,796.64	
	Type Code [illegible]					
	Pavement Widening, [illegible] and Signing (Sta. [illegible] to 2514 [illegible])					
	([illegible] to [illegible])					
SPO 2	Permanent Striping and Signing (State)	All	Required		$ 368.00	
SPO 1	Permanent Striping and Signing (City-County)	All	Required		[illegible].16	
		Subtotal			$ [illegible]	
	Total Construction Cost				[illegible]	
	Construction Engineering					
	State	All	Required		$ 5,083.78	
	Grading Paving & Signals $4,379.66					
	Pavement Widening 704.12					
	Total Construction Engineering				$ 5,083.78	
	Total Participating Cost				$54,725.15	
	Nonparticipating Items					
	Final Contract Payment Summary	Lump	Sum		$ 65.00	
	Construction Engineering	All	Required		1,362.29	
	Grading Paving & Signals $1,256.57					
	Pavement Widening 190.72					
	Total Nonparticipating Cost				$ [illegible]	
	Total Cost				[illegible]	
	AMOUNT CARRIED FORWARD......					

GPO 914-021

SUMMARY OF COMPLETED FEDERAL AID WORK

STEVENS ST. AT GARDEN VALLEY BLVD. (ROSEBURG) SECTION

T-5026(2)

Description	Type Code	Roadway Width	Total Cost	F.A. Funds	Total Length
Preliminary Engineering	P.E.	N.A.	$ 2,863.57	$ 1,820.94	-
Grading, Paving & Signals (Sta. 2488+80 to Sta. 2514+75)	6203	48 ft.	49,432.87	30,635.31	0.231 Mile
Pavement Widening (Sta. 2488+80 to Sta. 2514+75) (M.P. 0.00 to M.P. 1.25)	Y008	N.A.	7,936.00	4,925.23	-
	Total		$60,232.44	$37,381.48	0.231 Mile

F.A. No.	Cont#	Prefix	Description	F.A. Funds	Date P.
T 5019 (3)	7616	15-0603	6th St.-Stewart Ave. (medford)	$ 44,430.63	2-8-74
T-5025 (4)	P.E.	3-0602	Harrison St at 32nd Ave. (Milwaukie)	3411.63	–
T-5026 (2)	7544	110-0602	Stephens St. at Garden Valley Blvd (Roseburg)	37,381.48	–
T-5022 (1)	7753	6-0602	Newmark St.-S. City Limits (North Bend)	40,718.00	2-14
F-7C (4)	[illegible]	5-1049	Sixes River Section	1,193,861.28	2-8
I-5-2 (6)	[illegible]	610-1035	Myrtle Creek Interch. Section	22,411.33	✓
I-80N 5 (37)	[illegible]	130-1012	[illegible] Ave. Interchange	110,219.81	✓
I-80N-8 (21)	[illegible]	623-1023	Ontario Safety Rest Area	525,370.28	✓
FR 229 (1)	[illegible]	10-1031	Savage Rapids-Ellston Slide Section	314,994.13	✓
I-80N-2 (9)	[illegible]	614-1019	Cascade Locks-Mitchell Point	5,304,248.57	2-14
I-80N-4 (22)	7684	611-1071	Arlington Interchange Section	57,295.13	✓
I-80N-3 (13)	P.E.	[illegible]	Celilo-John Day River Section	253,561.87	2-8
I-5-1 (12)	P.E.	"	Rock Point-[illegible] Section	214,771.17	✓

RECEIVED
COUNTY & CITY SECTION
FEB 21 1974
☐ ENGR. ☐ COOR. ☐ [illegible] ☐ I.E. ☐ UE
☐ UPE ☐ CE ☐ RE ☐ HPE ☐

City of Roseburg
City Hall
Roseburg, Oregon

47049
Warrant No.

7/3/73
Date

The Highway Warrant and original of the attached remittance advice has been mailed to the Assignee.

Retain the attached copy for your records.

A22 (REV. 9-72)

OREGON STATE HIGHWAY DIVISION

WARRANT NUMBER
47049

DISBURSEMENT VOUCHER

	VOUCHER DATE	TOTAL AMOUNT
City of Roseburg ASSIGNED TO: Administrator of Highways Oregon State Hwy. Division State Highway Bldg. Salem, Oregon 97310	6-25-73	$ 6,183.16
6-18-73 Contract # 7544-SFO #1 striping sg		$

RECEIVED
COUNTY & CITY SECTION
JUL 2 - 1973
☐ ENGR. ☐ COOR. ☐ CE ☐ PE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Advance deposit #502602

REMITTANCE ADVICE

ATTACHED IS WARRANT IN FULL PAYMENT OF CLAIM DETAILED ABOVE

T

Department of Public Works Phone (503) 672-1697

CITY OF ROSEBURG

Suite 406, Pacific Building
727 S. E. Cass
ROSEBURG, OREGON 97470

June 12, 1973

Mr. Richard Bladorn
Oregon State Highway Department
City-County Section
Salem, Oregon

Dear Mr. Bladorn:

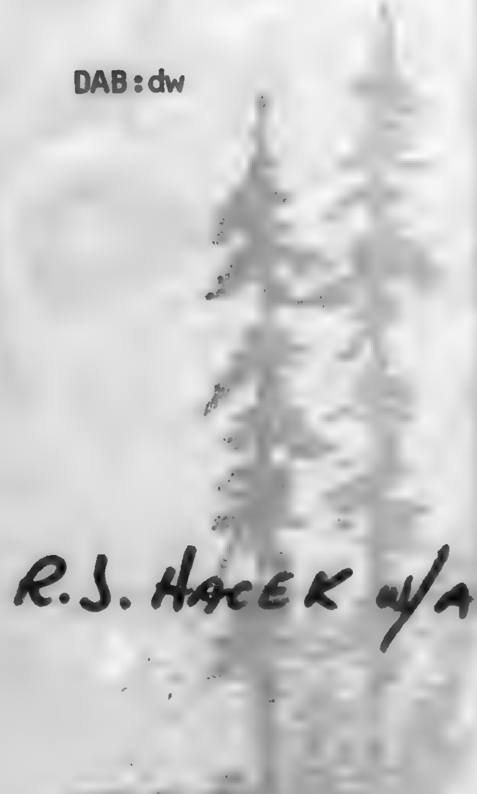
Enclosed you will find the Assignment of Claim in the amount of $6,183.16 for satisfaction of advance deposit requirements on TOPICS project No. T-5026 (2).

Yours very truly,

Donald A. Bentz

Donald A. Bentz
Director of Public Works

DAB:dw



CC: R.J. HACEK w/ATT.

RECEIVED
COUNTY & CITY SECTION
JUN 18 1973
☐ ENGR. ☑ COOR. ☑ LE ☒ AE ☑ DE
☑ UPE ☑ CE ☒ RE ☒ OPE ☐

Timber Capital of the Nation

Form A-204

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

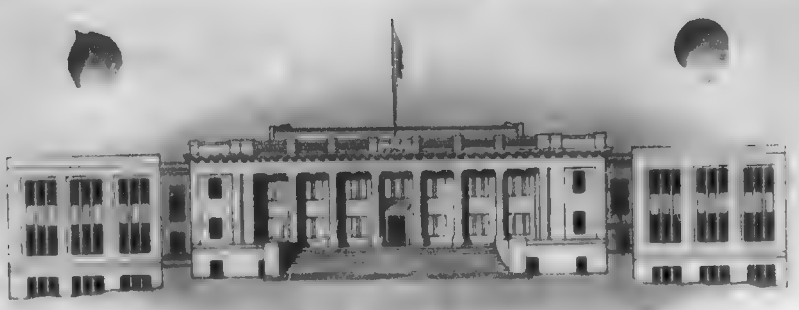
FOR THE CONSIDERATION OF Six thousand one eighty three and 16/100 ($6,183.16) Dollars, to us paid, we hereby sell, assign and transfer the within claim for Satisfaction of advance deposit requirements on TOPICS project No. T-5026(2)

to Oregon State Highway Division and authorize and empower said State Agency to act as agent for us and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if the same is honored, either in whole or in part, by the State Highway Department, such action by the Department shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this 1 day of June, 1973

Executed in the presence of us as witnesses:

T



GEORGE E. GRUBB
COUNTY ENGINEER

672-3311
EXT. 25

DOUGLAS COUNTY ROAD DEPARTMENT
Room 219, Court House
ROSEBURG, OREGON
97470

June 11, 1973

Oregon State Highway Department
City-County Section
c/o Richard Bladorn
Salem, Oregon

Dear Mr. Bladorn:

Douglas County, through its representatives, releases to the City of Roseburg any and all reimbursements for striping and widening on Garden Valley Road as a part of TOPICS Project No. T 5026 (2).

Yours very truly,

George E. Grubb

George E. Grubb
County Engineer

GEG/pl

CC: V.E. SKOOG

RECEIVED
COUNTY & CITY SECTION
JUN 12 1973
☑ ENGR. ☑ COOR. ☑ [illegible] ☒ AE ☑ [illegible]
☑ [illegible] ☑ CE ☐ [illegible] ☒ [illegible] ☐

Phone (503) 673-4457

CITY OF ROSEBURG
744 S. E. Rose Street
ROSEBURG, OREGON 97470

May 1, 1973

Mr. Al Bates
Oregon State Highway Department
1523 S. E. Cobb
Roseburg, Oregon 97470

Dear Mr. Bates:

I have revised the billing presented you in July 1971 to conform with our "rough cost estimate."

If further attention is needed this project please contact me.

A quick review of this billing indicates that some of the estimated costs were quite low. The final figures were calculated from the attached Force Account statements and reflect actual cost to the City.

Yours very truly,

Donald A. Bentz
Director of Public Works

Est. Total Cost 60,000
City Share 18.22% 10,932

Adv. Dep. 8200
Assignment 6183
14,383
10,932
$ 3451 refund ±

RECEIVED
MAY 4 1973
Contract Acctg.

of the Nation

GARDEN VALLEY BOULEVARD
COST ESTIMATE
REVISION OF TRAFFIC STRIPING

PAINT NEW LINES:		
4" Beaded Skip (15-25) White	2.2 mi. @ $ 67.11/mile =	$ 147.65
4" Beaded Skip (15-25) Yellow	2.2 mi. @ 67.11/mile =	147.65
4" Beaded Solid (15-25) Yellow	2.2 mi. @ 158.28/mile =	304.56
4" Beaded		**
4" Solid Yellow		**
12" Solid Yellow	0.75 mi.@ 252.25/mile =	*
4" Double Yellow		**
Pavement Legend	8 hours @ $ 11.13/hr =	89.06
Layout	37 hours @$4.3367/hr	160.46
REMOVE EXISTING STRIPING		
4" Skip Lines (White)	2.2 miles	
4" Skip Lines (Yellow)	2.2 miles	
4" Solid Lines (Yellow)	2.2 miles	
LINE REMOVAL		1,581.30
SIGNS		
39 Signs @ $19.024		741.93
PAVING		2,219.25
TOTAL		$6,183.16

NOTES:

1. (*) Denotes the Cost Estimate as previously submitted did not include the costs for 12" yellow diagonal bars
2. (**) Denotes deletion due to new specifications
3. The totals of 1 and 2 above = $791.30

RECEIVED
MAY 4 1973
Contract Acctg.

Accts Lt

Box 300
Salem OR 97308

Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

April 7, 1971

08-35-DB

Original signed by
C. K. Kosner
R. E. Simpson, Division Engineer
Salem, Oregon

Oregon Project T-5026(2)
Stephens Street at Garden Valley Boulevard (Roseburg)
State Force Order No. 1
Total Estimated Amount of the Order - $4500
Federal Participation - $2700

Reference is made to Mr. Bond's letter of April 1, 1971 concerning the subject order.

The use of City-County Forces are approved as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The City and County has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping. The estimated total costs of the work to be done under this order is $4500 with Federal participation of $2700.

Enclosure
State Force Order No. 1

cc:
Region (08-00.34)(2 cys)
w/2 cys OSHD ltr and
1 cy SFO #1

PVRiedl:gyh

under-run over-run (amount) $

Expected under-run over-run (per cent)

Resident Engineer

Approval Recommended

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY DEPARTMENT INVOICE

NO. 110099

FORM A-100 (3-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-25-72	cc 1338		110-0602-299

City of Roseburg
City Hall
Roseburg, Oregon 97470

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
☑ ENGR. ☐ COOR. ☐ [illegible] ☐ AE ☑ UE
☐ UPL ☑ CE ☐ RE ☐ [illegible] ☐

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Fred W. Baxter, Manager			
Advance Deposit			$ 8,200.00
Partial transfer of advance deposit for construction of the Stephens St. @ Garden Valley Blvd. TOPICS Project. Contract 7544			$ 5,200.00
Covered by agreement dated 11-27-70			
to be retained			$ 3,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_______________

By____________________________________

OREGON STATE HIGHWAY DIVISION

Form A-101—(7-68)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF ROSEBURG
CITY HALL
ROSEBURG, OREGON 97470
Attention of Fred W. Baxter, Manager

Request No. (assigned by staff engineer or head of division) cc 1338
Date October 24, 1972
Payer's Order No. (if any)
Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

T-5026(2)

ADVANCE DEPOSIT $8,200

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of the Stephens St. @ Garden Valley Blvd. TOPICS Project. Contract #7544.		
		Covered by agreement dated 11/27/70.		5,200
		TO BE RETAINED		$3,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 8,200

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 110-0602-299

Submitted by: RICHARD BLADORN
Richard Bladorn

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

RECEIVED
MAR 28 1972

STATE COPY

3-15-72

FOR FILING

7544

OSHD
Region
Wash DC

Riedl, Area Engr

AL ACCEPTANCE REPORT

(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

REGION NO. 10	REPORT NO. 3	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT 3-15-72	REPORT MADE BY C. Jencke, Hwy Engr Trainee		PROJECT NO. T-5026(2)
COMPLETION DATE 11-29-71	ACCEPTANCE DATE BY CONTRACTING AGENCY January 4, 1972 OSHD	TIME ELAPSED 91 %	CONTRACT TIME 240 days
APPROVED EXTENSIONS —	LOCATION Stephens Street at Garden Valley Blvd in Roseburg		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, [illegible] ssions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right of way.

NOTED
A. E. JOHNSON

REMARKS: *The project has been completed in reasonable close conformity with the approved plans and specifications, including authorized changes and extra work.*

STEPHENS STREET AT GARDEN VALLEY BLVD.
(ROSEBURG) SECTION
Oakland-Shady Highway

NOTED
F. E. KLABOE

cy Const. Young 3-27-72

The project work consisted of removing concrete islands, constructing asphalt concrete pavement and installing traffic signals and illumination.

The contract time underran 218 days out of 240 days.

The contract price of $43,881.64 underran the original authorization of $45,735.00.

There were no major overruns or underruns in the contract work.

3-24-72
REFERRED TO

BY DEPUTY STATE HIGHWAY ENGINEER

COPY SENT
MAR 22 1972
REGIONAL OFFICE

RECEIVED
MAR 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
DOM EDWARDS

* NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE P. V. Riedl Original signed by P. V. RIEDL		SIGNATURE R. E. Simpson Original Signed by R. E. Simpson	
TITLE Area Engineer	DATE 3-15-72	TITLE Division Engineer	DATE 3-21-72

REPLACES PR 33A(2) REV. 4-66 WHICH MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

Phone (503) 673-4457

CITY OF ROSEBURG
744 S. E. Rose Street
ROSEBURG, OREGON 97470

February 10, 1972

Oregon State Highway Department
1523 S. E. Cobb
Roseburg, Oregon

Attention: Al Bates

Subject: TOPICS Project on Stephens Street at Garden Valley Blvd.

Gentlemen:

Review of our Force Account work on Garden Valley Boulevard, in conjunction with the recent TOPICS project shows a considerable increase in the cost of widening Garden Valley Boulevard. I have reviewed our cost estimate in an effort to find cause for such overruns.

The first item that came to my attention was that this was a "Rough Cost Estimate". It was not intended to be a final cost estimate as all quantities were very roughly estimated.

The area to be widened, as proposed, amounted to approximately 4,500 sq. ft. but field investigation revealed that to provide a smooth traffic pattern and in an effort to eliminate a reverse curve effect, we had to extend this widening. Also considered in this extension was the possibility of conflict with the left turn movement from the west bound lane.

As noted the cost of work was estimated at $.07½ per square foot. This is not a realistic figure. Normally work of this nature, and in this local, will run between $1.25 to $1.50 per square yard, or $.14 to $.16 a square foot, depending upon the volume of work.

These two points are the major factors in the discrepancy between the rough cost estimate and the final costs as reflected on the previously submitted Force Account Statements.

I would be glad to review this matter further should you require additional information. I feel the Force Account Works, as reported, is completely justifiable under this project.

Thank you.

Very truly yours,

Donald A. Bentz
Director of Public Works

DAB:dw

Timber Capital of the Nation

T-5026(2).

STATE COPY

Monthly transaction number 2-14	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION Bureau of Public Roads	State Oregon
Project report number 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Douglas
Modification number # 1344	(PPM 21-7) 1-31-72	Project number T-5026(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 14, 1971, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 55,468	$ 61,958
Federal funds	$ 35,184	$ 39,306
Other revisions		

This modification is made for the following reasons:

To include authorized striping and signing previously retained in program status.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 31st day of January, 1972.

OREGON STATE HIGHWAY DIVISION (Official name of Highway Department)	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS
By E G Hunter	By G. Green (Division Engineer) for R. E. Simpson
Assistant State Highway Engineer (Title)	
By ______ ______ (Title)	
By ______ ______ (Title)	

Form PR-2A (Rev. 4-70) Existing stocks of Form PR-2A (Rev. 10-68) will be used.

Oregon State Highway Division

Federal-Aid
Project No. T-5026(2)

STEPHENS ST. AT GARDEN VALLEY BLVD. (ROSEBURG) SECTION

OAKLAND-SHADY HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, January 27, 1972

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 3,400.00

Type Code 6203
Grading, Paving and Signals (Sta. 2488+80 to Sta. 2514+75)

Temporary Protection and Direction of Traffic	All Required		$ 2,400.00
Removal of Structures and Obstructions	All Required		1,800.00
General Excavation	All Required		950.00
Class C Asphalt Concrete	1,500 ton	10.70	16,050.00
Adjusting Manholes	12 only	80.00	960.00
Adjusting Inlets	5 only	75.00	375.00
Concrete Curbs and Driveways	20 cu.yd.	70.00	1,400.00
Traffic Signal Installation, Complete	All Required		21,800.00
			$45,735.00
Flagging (60% of Contractor's Cost)	All Required		$ 1,500.00
Erosion Control	All Required		100.00
			$ 1,600.00
	Subtotal		$47,335.00
	10% Engr. & Cont.		4,733.00
	Total		$52,068.00

Type Code Y008

Pavement Widening, Striping and Signing (Sta. 2488+80 to 2514+75)
(M.P. 0.00 to M.P. 1.25)

SFO 2 Permanent Striping and Signing (State)	All Required	$ 1,400.00
SFO 1 Permanent Striping and Signing (City-County)	All Required	4,500.00
	Subtotal	$ 5,900.00
	10% Engr. & Cont.	590.00
	Total	$ 6,490.00

Length of Grading and Paving - - - - 0.231 mile
Cost of Roadway Per Mile - - - - - - $225,402.60

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	Other Funds
Preliminary Engineering	$ 3,400.00	$ 2,100.00	$ 650.00	$ 650.00
Grade and Pave	52,068.00	33,084.00	9,492.00	9,492.00
Striping and Signing	6,490.00	4,122.00	1,184.00	1,184.00
Total	$61,958.00	$39,306.00	$11,326.00	$11,326.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7544

Prefix: 110-0602

T

FORM [illegible] (REV. 10-[illegible])

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 26, 1972

SUBJECT: City of Roseburg & Douglas Co.
Billings
N. Stephens St. at Garden Valley
Blvd. TOPICS Project
Contract No. 7544

To: Mr. F. D. Morgan
Construction Engineer
SALEM

Attention V. L. Gallagher

Enclosed are seven billings from the City of Roseburg and one billing from Douglas County, all for striping, removal of old striping, signing, and minor pavement widening on the subject TOPICS project. This work was covered by SFO 110-0602-279-01. Approval was secured from FHWA by their letter dated 4-7-71, for the use of city/county crews to perform the work.

The billings have been checked and approved by A. W. Bates, Resident Engineer, in the following amounts:

Douglas County	$2,756.99
City of Roseburg	3,424.99
	$6,181.98

As these billings are subject to Federal participation, as well as to the allocation of costs under the TOPICS agreement dated 11-27-70, I have advised Dick Bladorn of County-City that the billings were coming in, and am forwarding copies of the Force Account Statements only to him for his information.

[illegible] [illegible] BY JOHN W. SHELDRAKE

JOHN W. SHELDRAKE
Region Construction Engineer

JWS/ow
Encl.
cc H. S. Cox
Atten: R. H. Bladorn, w/attach. ✓

RECEIVED
COUNTY & CITY SECTION
JAN 27 1972
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

FORM NO E-308

OREGON STATE HIGHWAY DEPARTMENT

FORCE ACCOUNT STATEMENT

1. DATE

2. CONTRACT NO. 10-2-6-14

3. EXTRA WORK ORDER NO.

4. NAME AND ADDRESS OF CONTRACTOR
Douglas County Road Dept.
Roseburg, Oregon

5. DESCRIPTION OF WORK
Restriping the City Section of Garden Valley Road & Widening of Garden Valley at Garden Valley Medical Center

PER ATTACHED INVOICES	PERIOD COVERED	AMOUNT	TOTALS
6. LABOR			
	7-30-71	$ 159.04	
		$	
		$	
		$	
		$	$ 159.04
7. EQUIPMENT RENTALS			
	7-30-71	$ 164.00	
		$	
		$	
		$	
		$	$ 164.00
8. MATERIALS AND SUPPLIES			
	7-30-71	$ 214.70	
		$ 2219.25	
		$	
		$	
		$	$ 2433.95
9. TRANSPORTATION, SUBSISTENCE, ETC.			
		$	
		$	
		$	
		$	
		$	$
		TOTAL AMOUNT	$ 2756.99

APPROVED— RESIDENT ENGINEER	10. PREFIX NO. 110-0602	11. SIGNATURE Alfred M. Bates
APPROVED— DIVISION ENGINEER	12. SIGNATURE John W. Halldale	

FORM NO. [illegible]

OREGON STATE HIGHWAY DEPARTMENT

FORCE ACCOUNT STATEMENT

1. DATE 8-16-71

2. CONTRACT NO. 7544
TOPICS T-5026(2)

3. EXTRA WORK ORDER NO.

4. NAME AND ADDRESS OF CONTRACTOR
City of Roseburg
744 S. E. Rose St.
Roseburg, Oregon 97470

5. DESCRIPTION OF WORK
Repainting of Garden Valley Blvd. from Stephens to I-5. Engineering, surveying and layout.

PER ATTACHED INVOICES	PERIOD COVERED	AMOUNT	TOTALS
6. LABOR			
Form E-385A, pg. 1	7/1-31/71	$ 450.25	
		$	
Form E-385A, pg. 2	7/1-31/71	$ 162.38	
		$	
		$	$ 612.63
7. EQUIPMENT RENTALS			
Form E-385C, pg. 1	7/1-31/71	$ 197.00	
		$	
Form E-385C, pg. 2	7/1-31/71	$ 20.00	
		$	
		$	$ 217.00
8. MATERIALS AND SUPPLIES			
Form E-385B	7/1-31/71	$ 103.01	
		$	
		$	
		$	
		$	$ 103.01
9. TRANSPORTATION, SUBSISTENCE, ETC.		$	
None		$	
		$	
		$	
		$	$
		TOTAL AMOUNT	$ 932.64

APPROVED— RESIDENT ENGINEER	10. PREFIX NO. 110-0602	11. SIGNATURE Alfred M. Gates
APPROVED— DIVISION ENGINEER	12. SIGNATURE John W. [illegible]	

FORM NO. E-386

OREGON STATE HIGHWAY DEPARTMENT

FORCE ACCOUNT STATEMENT

1. DATE June 11, 1971

2. CONTRACT NO. 7544 TOPICS T-5026(2)

3. EXTRA WORK ORDER NO.

4. NAME AND ADDRESS OF CONTRACTOR

City of Roseburg
744 S. E. Rose Street
Roseburg, Oregon 97470

5. DESCRIPTION OF WORK

Installation of No Parking signs & restriping
Garden Valley Blvd. from Stephens to I-5.
Engineering, surveying & layout.

PER ATTACHED INVOICES	PERIOD COVERED	AMOUNT	TOTALS
6. LABOR			
Form E-385-A (labor) page 1	5/1-31/71	$ 484.52	
		$	
Form E-385-A (labor) page 2	5/1-31/71	$ 116.81	
		$	
		$	$ 601.33
7. EQUIPMENT RENTALS			
Form E-385C, p.1	5/1-31/71	$ 131.00	
		$	
Form E-385C, p.2	5/1-31/71	$ 15.00	
		$	
		$	$ 146.00
8. MATERIALS AND SUPPLIES			
Form E-385B, p.1	5/1-31/71	$ 323.94	
		$	
		$	
		$	
		$	$ 323.94
9. TRANSPORTATION, SUBSISTENCE, ETC.			
none		$	
		$	
		$	
		$	
		$	$
		TOTAL AMOUNT	$ 1,071.27

APPROVED— RESIDENT ENGINEER	10. PREFIX NO. 110-0602	11. SIGNATURE Alfred M. Bates
APPROVED— DIVISION ENGINEER	12. SIGNATURE John W. [illegible]	

FORM NO. E-385

OREGON STATE HIGHWAY DEPARTMENT

FORCE ACCOUNT STATEMENT

1. DATE October 6, 1971

2. CONTRACT NO. 7544 TOPICS T-5026(2)

3. EXTRA WORK ORDER NO.

4. NAME AND ADDRESS OF CONTRACTOR

City of Roseburg
744 S. E. Rose St.
Roseburg, Oregon 97470

5. DESCRIPTION OF WORK Restriping Garden Valley Blvd. from Stephens to I-5

PER ATTACHED INVOICES	PERIOD COVERED	AMOUNT	TOTALS
6. LABOR Form E-385A	8/1-31/71	$ 164.29	
		$	
		$	
		$	
		$	$ 164.29
7. EQUIPMENT RENTALS Form E-385C	8/1-31/71	$ 81.13	
		$	
		$	
		$	
		$	$ 81.13
8. MATERIALS AND SUPPLIES Form E-385B	8/1-31/71	$ 124.82	
		$	
		$	
		$	
		$	$ 124.82
9. TRANSPORTATION, SUBSISTENCE, ETC. None		$	
		$	
		$	
		$	
		$	$
		TOTAL AMOUNT	$ 370.24

APPROVED—RESIDENT ENGINEER

10. PREFIX NO. 110-0602

11. SIGNATURE

APPROVED—DIVISION ENGINEER

12. SIGNATURE John W.

FORM NO. [illegible]

OREGON STATE HIGHWAY DEPARTMENT

FORCE ACCOUNT STATEMENT

1. DATE 12-7-71

2. CONTRACT NO. 7544 TOPICS T-5026 (2)

3. EXTRA WORK ORDER NO.

4. NAME AND ADDRESS OF CONTRACTOR

City of Roseburg
744 S. E. Court St.
Roseburg, Oregon 97470

5. DESCRIPTION OF WORK

Restriping Garden Valley Blvd. from Stephens to I-5 (removal of old lines)

PER ATTACHED INVOICES	PERIOD COVERED	AMOUNT	TOTALS
6. LABOR			
Form E-385A	10/1-31/71	$ 98.76	
		$	
		$	
		$	
		$	$ 98.76
7. EQUIPMENT RENTALS			
Form E-385C	10/1-31/71	$ ~~16.00~~ 15.00	
		$	
		$	
		$	
		$	$ ~~16.00~~ 15.00
8. MATERIALS AND SUPPLIES			
Form E-285B	10/1-31/71	$ 9.96	
		$	
		$	
		$	
		$	$ 9.96
9. TRANSPORTATION, SUBSISTENCE, ETC.			
		$	
		$	
		$	
		$	
		$	$
		TOTAL AMOUNT	$ ~~124.72~~ 123.72

APPROVED— RESIDENT ENGINEER	10. PREFIX NO. 110-0602	11. SIGNATURE [illegible]
APPROVED— DIVISION ENGINEER	12. SIGNATURE John W. [illegible]	

FORM NO. E-300

OREGON STATE HIGHWAY DEPARTMENT

FORCE ACCOUNT STATEMENT

1. DATE 12/8/71

2. CONTRACT NO. TOPICS T-5026(2)

3. EXTRA WORK ORDER NO.

4. NAME AND ADDRESS OF CONTRACTOR

City of Roseburg
744 S. E. Rose St.
Roseburg, Oregon 97470

5. DESCRIPTION OF WORK

Restriping Garden Valley Blvd. from Stephens to I-5

PER ATTACHED INVOICES	PERIOD COVERED	AMOUNT	TOTALS
6. LABOR			
Form E-385A	11/1-30/71	$ 382.71	
		$	
		$	
		$	
		$	$ 382.71
7. EQUIPMENT RENTALS			
Form E-385C	11/1-30/71	$ 183.10 ~~96.88~~	
		$	
		$	
		$	
		$	$ 183.50 96.88
8. MATERIALS AND SUPPLIES			
Form E-385B	11/1-30/71	$ 51.98	
		$	
		$	
		$	
		$	$ 51.98
9. TRANSPORTATION, SUBSISTENCE, ETC.			
		$	
		$	
		$	
		$	
		$	$
		TOTAL AMOUNT	$ 617.67 531.57

APPROVED— RESIDENT ENGINEER	10. PREFIX NO. 10-0602	11. SIGNATURE
APPROVED— DIVISION ENGINEER	12. SIGNATURE John W. Sheldahl	

FORM NO. [illegible]

OREGON STATE HIGHWAY DEPARTMENT

FORCE ACCOUNT STATEMENT

1. DATE January 4, 1972

2. CONTRACT NO. 7544

TOPICS T-5026

3. EXTRA WORK ORDER NO.

4. NAME AND ADDRESS OF CONTRACTOR

City of Roseburg
744 S. E. Rose
Roseburg, Oregon, 97470

5. DESCRIPTION OF WORK Garden Valley Blvd. - Stripping old paint lines from Stephens to I-5

PER ATTACHED INVOICES	PERIOD COVERED	AMOUNT	TOTALS
6. LABOR			
E-385A	12/1-31/71	$ 124.37	
		$	
		$	
		$	
		$	$ 124.37
7. EQUIPMENT RENTALS			
E-385C	12/1-31/71	$ 86.25	
		$	
		$	
		$	
		$	$ 86.25
8. MATERIALS AND SUPPLIES			
E-385B	12/1-31-71	$ 17.33	
		$	
		$	
		$	
		$	$ 17.33
9. TRANSPORTATION, SUBSISTENCE, ETC.			
		$	
		$	
		$	
		$	
		$	$
		TOTAL AMOUNT	$ 227.95

APPROVED— RESIDENT ENGINEER	10. PREFIX NO. 110-0602	11. SIGNATURE Alfred M. [illegible]
APPROVED— DIVISION ENGINEER	12. SIGNATURE John W. [illegible]	

FORM NO [illegible]

OREGON STATE HIGHWAY DEPARTMENT

FORCE ACCOUNT STATEMENT

1. DATE 12/8/71

2. CONTRACT NO. 7544 TOPICS T-5026

3. EXTRA WORK ORDER NO.

4. NAME AND ADDRESS OF CONTRACTOR

City of Roseburg
744 S. E. Rose
Roseburg, Oregon 97470

5. DESCRIPTION OF WORK Burn off old striping Garden Valley Blvd. from Stephens to I-5

PER ATTACHED INVOICES	PERIOD COVERED	AMOUNT	TOTALS
6. LABOR			
E-385A	9/1-30/71	$ 66.33 ~~92.93~~	
		$	
		$	
		$	
		$	$ 66.33 ~~92.93~~
7. EQUIPMENT RENTALS			
E-385C	9/1-30/71	$ 8.75	
		$	
		$	
		$	
		$	$ 8.75
8. MATERIALS AND SUPPLIES			
Form E-385B	9/1-30/71	$ 6.40	
		$	
		$	
		$	
		$	$ 6.40
9. TRANSPORTATION, SUBSISTENCE, ETC.			
		$	
		$	
		$	
		$	
		$	$
		TOTAL AMOUNT	$ 81.48 ~~108.08~~

APPROVED— RESIDENT ENGINEER	10. PREFIX NO. 110-0602	11. SIGNATURE Alfred M. [illegible]
APPROVED— DIVISION ENGINEER	12. SIGNATURE John W. Sheldahl	

RECEIVED
JAN 14 1972
FOR FILING

T-5026(2)
7544

January 13, 1972

Fidelity & Deposit Co. of Maryland
Portland Branch Office
1222 Failing Building
Portland, Oregon 97204

Gentlemen:

On January 6, 1972, we wrote to you concerning release of final payment on Contract No. 7544 awarded to Roseburg Paving, Inc., for work on Stephens Street at Garden Valley Boulevard in Roseburg on the Oakland-Shady Highway in Douglas County.

Final payment on this contract is $2,286.73 and the total contract amount is $43,881.64 including $337.32 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
cc Roseburg Paving, Inc.
P. O. Box 1427
Roseburg, Oregon 97470

Fidelity & Deposit Co. of Maryland
Baltimore,
Maryland

bc Frank Morgan
Walt Hart
V. E. Shoog
Attn: John Herr
James Versteeg

RECEIVED
JAN 6 - 1972

FOR FILING

I-5026(2)

7544

January 6, 1972

Fidelity & Deposit Company of Md.
Portland Branch Office
1223 Failing Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7544 awarded to Roseburg Paving, Inc., for work on the Stephens Street at Garden Valley Boulevard (Roseburg) Section of the Oakland-Shady Highway in Douglas County was completed on November 29, 1971, and accepted by the Highway Commission on January 4, 1972.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before January 11, 1972.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Roseburg Paving, Inc.
P. O. Box 1427
Roseburg, Oregon 97470

bc Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Harr
James Versteeg

RECEIVED
JAN 5 - 1972
FOR FILING

T-5026(2)

7544

January 4, 1972

Oregon State Highway Commission

Gentlemen:

Work was completed November 29, 1971 on Contract No. 7544. The contract was with Roseburg Paving, Inc., and was for grading, paving and traffic signals on the Stephens St. at Garden Valley Boulevard (Roseburg) Section of the Oakland-Shady Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 4, and that you concur in this procedure at the Commission Meeting on January 11.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Tom Edwards
State Highway Engineer

VG:dg

bc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
Gary Ross
G. L. Sund
L. H. Young
F. D. Morgan
W. J. Hart
V. E. Skoog
H. S. Cox
J. H. Versteeg

T-5026(2) E
7544

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Stephens St. at Garden Valley Blvd.

WEEK ENDING: Dec ~~Nov.~~3, 1971

SECTION PREFIX: 110-0602

HIGHWAY: Oakland- Shady

COUNTY: Douglas

NAME OF JOB: Stephens St. @ Garden Valley Blvd.

KIND OF WORK: Grading, Paving and Traffic Signals

CONTRACTOR: Roseburg Paving, Inc.

CONTRACT NUMBER: 7544

FEDERAL AID PROJECT NUMBER: T-5026(2)

DATE OF CONTRACT: April 1, 1971

DATE WORK STARTED: August 10, 1971

ESTIMATED COMPLETION DATE: Dec. 1,1971

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 2 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 240

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 218

PERCENT OF TIME ELAPSED: 91

PROJECT AUTHORIZATION: $ 60,954.07

EXCLUSIVE OF ENGINEERING: $ 55,630.57

ENGINEERING AUTHORIZATION: $ 5,323.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 49,866.64

ENGINEERING COST TO DATE: $ 5,416.79

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 10 %

PERCENT OF AUTHORIZATION: 102 %

DATE PROJECT WAS COMPLETED: November 29, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.23	0.23			
MILES PARTIALLY COMPLETED	0.23	0.23			
MILES COMPLETED	0.23	0.23			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	All Spec.	1,500			
TOTAL QUANTITIES CORRECTED TO DATE	"	"			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	"			
AVERAGE DAILY QUANTITIES	0	0			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			
NUMBER OF SHIFTS PER DAY	0	0			
HOURS PER SHIFT	0	0			

EQUIPMENT USED DURING THE WEEK:

Ladder Truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 28	Cloudy			
MONDAY 29	Rain			
TUESDAY 30	Cloudy			
WEDNESDAY 1	Cloudy			
THURSDAY 2	Rain			
FRIDAY 3	Cloudy, Showers			BEN GIFFORD
SATURDAY 27	Cloudy			

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1971
Construction
Division

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 28	No work
MONDAY 29	Traffic control signal heads adjusted in height this date.
TUESDAY 30	Job completed
1 WEDNESDAY	
2 THURSDAY	
3 FRIDAY	
27 SATURDAY	No work

REMARKS

This is the final weekly report.
Work on this project was completed Nov. 29, 1971.
Estimate was submitted 12-2-71.

SIGNED M. Bates LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

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DEC 23 1971
FOR FILING

STATE COPY

1859

OREGON STATE
HIGHWAY DIVISION

T-5026(2)

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

7544

December 3, 1971

FAP No. T-5026(2)

cy Constr Prog Plan
12-22-71

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

All work under Contract No. 7544, Stephens Street at Garden Valley Boulevard (Roseburg) Section of the Oakland-Shady Highway in Douglas County, was completed on November 29, 1971.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

By R. D.
for
L. H. Young
Program and Planning Engineer

NOTED
TOM EDWARDS

Federal Highway Administration
Oregon Division Office Endorsement

Date 12-13-71

Conditions noted on above date: Final inspection made 12-10-71. Work completed and accepted.

PVR/eb

G. K. Hossner
R. E. Simpson
Division Engineer

RECEIVED
DEC 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

cc: R. L. Porter
F. D. Morgan

NOTED
A. E. JOHNSON

Form E-123

10-27-71

STATE COPY

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NOV
[illegible]
Wash DC
FOR FILING

T-5026(2)
1544

FORM PR-33A
(REV. 3-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) ☐ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No. 8	Report No. 1	County Douglas	Division Oregon
Date of Inspection 10-27-71	Inspection Made By P. V. Riedl, Area Engineer		Project No. T-5026(2)

In Company With: Al Bates, Resident Engineer

COPY SENT
NOV 22 1971
REGIONAL OFFICE

Location: Stephens Street at Garden Valley Blvd. in Roseburg, Oregon

Contractor Name and Address: Roseburg Paving Inc., P. O. Box 1427, Roseburg OR

Award Date 4-1-71	Contract Amount $45,735	Time Allowed 240 cal days	Time Started 4-26-71	Work Started 8-10-71
Quality of Work Satisfactory	Progress of Work Satisfactory	Time Elapsed 75 %	Work Completed 95	

Roadbed (Width) (Feet O. to O. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Grading Paving Signals	6203				

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

NOTED
A. E. JOHNSON

STEPHENS ST. AT GARDEN VALLEY BLVD.
(ROSEBURG) SECTION
OAKLAND-SHADY HIGHWAY

The project is located on Stephens Street (Oakland-Shady Highway) at Garden Valley Blvd. in the City of Roseburg, Oregon.

The work consists of the removal of concrete islands and construction of asphalt concrete pavement. Also installation of traffic signals and illumination.

1. WORK COMPLETED:

Removal of structures and obstructions	95% complete
General Excavation	complete
Class "C" Asphalt Concrete	complete
Adjust Inlets and Manholes	complete
Concrete Curbs and Driveways	complete
Traffic Signal Installations	65%

Const. Bridge
CY 11-26-71

NOTED
TOM EDWARDS

(more)

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

2. WORK IN PROGRESS:

There was no work underway during this inspection.

3. COMMENTS:

This project consists primarily of the installation of traffic signals at the intersection of Garden Valley Blvd. and Stephens Street in Roseburg. Other work consists of the removal of the median concrete islands and placement of asphaltic pavement on Stephens Street through the intersection.

The project was awarded and time started in April with 240 calendar days to complete the work. The contractor elected to delay performing any work until the materials arrived on the project. Work began on the project on August 10, 1971, which consisted of placing information and project signs on the project. Work again was delayed until September when signal work commenced consisting of placing detector loops in the pavement. Through an oversight the State failed to notify this office of a start date for work on the project thus the delay in obtaining information for the initial report.

The majority of the work consisting of removing islands, placing curbs, paving and placement of the traffic signals have been accomplished during the month of October. Work remaining consists of finishing and adjusting the traffic signals and some striping under a State Force Order.

Adequate time has been granted on this project and there is no reason why the work cannot be completed within the 240 calendar days allotted.

State Force Order No. 1 covering permanent striping, signing, and paving shoulders by City and County Forces as shown on Plan Sheets 4 and 5 has been approved in the amount of $4500.

State Force Order No. 2 covering the cost of permanent striping and signing by State forces as shown on Plan Sheet No. 3 has been approved in the amount of $1485.

Extra Work Order No. 1 for flagging in the amount of $1500 has been approved.

Price Agreement No. 1 for removing depressed Class "C" curb as requested by the City of Roseburg has been approved on a nonparticipating basis for a cost of $85.

Price Agreement No. 2 has been approved covering the revision of loop detectors for traffic signals Station 2492 to 2496+50 for $400.

Price Agreement No. 3 has been approved covering the removal of Class "C" Curb and replace with depressed Class "C" Curb for $150.

(more)

The EEO requirements have been met.

Materials incorporated into the project are in substantial conformity with the specifications.

The project work should be completed within the next couple of weeks.

RECEIVED
NOV 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Dick unrein T.

FORM E-20

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 16, 1971

To: Mr. Al Bates
Resident Engineer
Roseburg

SUBJECT: Striping
Oakland-Shady Highway
Stephens St. at Garden Valley
Blvd. (Roseburg) Section
Contract No. 7541

Will you please arrange to lay out the proposed striping associated with the subject contract pertaining to US99 in that area south of the PCC Island and Winchester Ave.

It is felt that we cannot wait until the normal progress of the project would dictate the striping schedule. Will you contact Mr. Havig regarding a change in the striping plan in the vicinity of the new Sizzler Steak House.

The small striping crew will be in this area after July 26, 1971. Please arrange with Mr. McCormick to have it striped.

Also, by a copy of this letter I am asking Mr. McCormick to order and be prepared to install the necessary "NO PARKING" signs. The approved State Force Order for this signing and striping is on file at the Region Office, as is the City Ordinance prohibiting parking.

ORIGINAL SIGNED BY GLEN L. CLARK
REGION TRAFFIC ENGINEER

GLEN L. CLARK
Regional Traffic Engineer

GLC:ejb
cc: F. B. Crandall
Dick Unrein
Jack McCormick

RECEIVED
COUNTY & CITY SECTION
JUL 20 1971
☑ ENGR. ☑ C.E.R. ☑ [illegible] ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

APPROVED:
[illegible] E. Schwartz
[illegible]

RECEIVED
APR 26 1971
FOR FILING

T-5026(2)
7544

April 23, 1971

Roseburg Paving, Inc.
P. O. Box 1427
Roseburg, Oregon 97470

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7544 for grading, paving and traffic signals on Stephens Street at Garden Valley Boulevard in Roseburg on the Oakland-Shady Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc Fidelity & Deposit Co. of Maryland
Portland Branch Office
1226 Failing Building
Portland, Oregon 97204

Fidelity & Deposit Co. of Maryland
Baltimore, Maryland

bc F. D. Morgan
I. D. Merchant
A. W. Bates
G. T. Kenney

STATE COPY

MONTHLY TRANSACTION NO. 4-61	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	Form Approved; Budget Bureau No. 04-R2809
PROJECT REPORT NO. 5	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 4-14-71	STATE Oregon COUNTY Douglas PROJECT NO. T-5026(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Roseburg: Stephens St. at Garden Valley Blvd.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		▨
RIGHTS-OF-WAY	10-28-70	
CONSTRUCTION		▨
OTHER (Specify)	3-3-71	0.231

FUNDS

ESTIMATED TOTAL COST OF PROJECT	Pro Rata 63.54% FEDERAL FUNDS
$ 55,468	$ 35,184

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By ____________________
(Division Engineer)
For R. E. Simpson

Date executed by Division Engineer 14 APR 1971

FORM PR-2 (REV. 1-70)

PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division

Federal Aid
Project No. T-5026(2)

STEPHENS ST. AT GARDEN VALLEY BLVD. (ROSEBURG) SECTION

OAKLAND-SHADY HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, April 8, 1971

Project agreement estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 3,400.00

Type Code 6203
Grading, Paving and Signals (Sta. 2488+80 to Sta. 2514+75)

Temporary Protection and Direction of Traffic	All Required		$ 2,400.00
Removal of Structures aand Obstructions	All Required		1,800.00
General Excavation	All Required		950.00
Class C Asphalt Concrete	1,500 ton	10.70	16,050.00
Adjusting Manholes	12 only	80.00	960.00
Adjusting Inlets	5 only	75.00	375.00
Concrete Curbs and Driveways	20 cu.yd.	70.00	1,400.00
Traffic Signal Installation, Complete	All Required		21,800.00
			$45,735.00
Flagging (60% of contractor's cost)	All Required		$ 1,500.00
Erosion Control	All Required		100.00
			$ 1,600.00
	Subtotal		$47,335.00
	10% Engr. & Cont.		4,733.00
	Total		$52,068.00

Type Code Y008

Pavement Widening, Striping and Signing (Sta. 2488+80 to 2514+75)
(M.P. 0.00 to M.P. 1.25)

(Retained in Program Status)

Permanent Striping and Signing (State)	All Required	$ 1,400.00
Permanent Striping and Signing (City-County)	All Required	4,500.00
	Subtotal	$ 5,900.00
	10% Engr. & Cont.	590.00
	Total	$ 6,490.00

Length of Grading and Paving - - - 0.231 mile
Cost of Roadway per Mile - - - - - $225,402.60

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	Other Funds
Preliminary Engineering	$ 3,400.00	$ 2,100.00	$ 650.00	$ 650.00
Grade and Pave	52,068.00	33,084.00	9,492.00	9,492.00
Subtotal	$55,468.00	$35,184.00	$10,142.00	$10,142.00
Retained in Program	6,490.00	4,122.00	1,184.00	1,184.00
Total	$61,958.00	$39,306.00	$11,326.00	$11,326.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7544

Prefix 110-0602

Form A-100-[illegible]

STATE COPY

APPROVED EFFECTIVE DATE 12-15-70
Contingent upon modification of project agreement if additional funds are required
BY G.K. Hosner
TITLE Dist. Engineer
DATE 4-8-71

G-11P

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

FEDERAL HIGHWAY ADMINISTRATION

Project Name Stephens St. at Garden Valley Blvd. (Roseburg) Section

Date March 12, 1971

Highway Oakland-Shady

Contract No. 7544 F. A. Project No. T-5026(2)

County Douglas

Prefix 110-0602 Account No. 276-02

Description of Work To Be Done:

Perform that work shown on Sheet 3 of the Stephens St. at Garden Valley Blvd. (Roseburg) Section construction plans and noted as "by others".

Location by Station Numbers:

Along Stephens Street (Oakland-Shady Hwy.) from Oakland Avenue to Nuener Drive. Length 0.5 mi. +-.

Estimate of Quantities and Costs:

See attached estimate.

Explanation: The purpose of this Order for State Force Work is to establish authority and a basis of payment for work by "State Forces" under this contract. All work performed and material used by "State Forces" to satisfy applicable specifications of this project or have the approval of the project engineer.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$	60,954.07
Present estimate of project cost, including $1,485.00 for work under this order	$	60,954.07
Expected under-run over-run (amount)	$	—
Expected under-run over-run (per cent)		—

Submitted by: C. Anderson Resident Engineer

Approval Recommended: Construction Engineer ~~or Bridge Engineer~~

Approval Recommended: John Quinn ~~Division Engineer~~ RES. CONSTR. ENGR.

OK Howell

Approved: ~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer or~~ Construction Office Engineer.

~~This order does not constitute authority for expenditure until approved by the Deputy or Assistant State Highway Engineer.~~

E S T I M A T E

Work by "State Forces"

Project: Stephens St. at Garden Valley Blvd. (Roseburg) Section

Highway: Oakland-Shady and FAS-800

County: Douglas

ITEM		COST
4" Beaded Skip Line 0.66 mi. @ $29/mile		$19.00
4" Beaded Solid Line 0.66 mi. @ $56/mile 51		$34.00
Diagonal Striping & Legends		
Equipment	$45.00	
Materials	$103.00	
Labor	$400.00	
		$448.00
Removal of Existing Striping		
Equipment	$62.00	
Labor	$562.00	
		$624.00
No Parking Signs 24 Signs @ $15.00 each installed		$360.00
		$1,485.00

Form A-109-4M

STATE COPY

G-11

STATE FORCES
NOT INVOLVED

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 12-15-70
Contingent upon modification of project agreement if additional funds are required
BY G.K. Hessner
TITLE Dist. Engineer
DATE 4-8-71
FEDERAL HIGHWAY ADMINISTRATION

Order No. 1

Project Name Stephens St. at Garden Valley Blvd. (Roseburg) Section

Date March 15, 1971

Highway Oakland-Shady

Contract No. 7544 F. A. Project No. T-5026(2)

County Douglas

Prefix 110-0602 Account No. 279-01

Description of Work To Be Done:

Perform that work shown on Sheet 4 and Sheet 5 of the Stephens St. at Garden Valley Blvd. (Roseburg) Sec. construction plans.

Location by Station Numbers:

Along Garden Valley Blvd. (FAS-800) from Stephens St. westerly to Newton Creek. Total length 2.6 mi. +-.

Estimate of Quantities and Costs: See attached estimate.

Explanation: The purpose of this Order for State Force Work is to establish authority and a basis of payment for work by "City-County Forces" under this contract. All work performed and material used by "City-County Forces" to satisfy applicable specifications of this project or have the approval of the project engineer.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$	60,954.07
Present estimate of project cost, including $4,500.00 for work under this order	$	60,954.07
Expected under-run over-run (amount)	$	—
Expected under-run over-run (per cent)		—

Submitted by: C. Anderson Resident Engineer

Approval Recommended: Division Engineer REG. CONSTR. ENGR.

Howell

Approval Recommended: Construction Engineer or ~~Bridge Engineer~~

Approved: ~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Construction Office Engineer.

~~This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.~~

State Printing J.K.

GARDEN VALLEY BOULEVARD
Rough Cost Estimate
Revision of Traffic Striping

PAINT NEW LINES:

4" Beaded Skip (15-25) White	2.3 mi. @ $29/mile	= say	$ 67	
4" Solid Yellow, Beaded	1.1 mi. @ $51/mile	=	56	
12" Solid White	0.75 mi. @ $100/mile	=	75	
4" Double Yellow Beaded Skip (55-25)	1.3 mi @ $80/mile	=	104	
Pavement Legend	16 hours @ $34/hr.	=	544	
Layout & Engineering	12 hours @ $48/hr.	=	576	$1,422

REMOVE EXISTING STRIPING

4" Skip Line	2.3 mi.
4" Solid White Shoulder	2.3 mi.
4" Solid Yellow	2.3 mi.
12" Solid White	

Estimate 2, 65 gallon drums remover @ $643/drum	=	$1286	
16 hours with striper to apply & high pressure street flusher to remove @ $35/hr.	=	560	$1,846

SIGNS

33 @ $15 Each	=	$ 495	
1 @ $25 Each	=	25	$ 520

PAVE SHOULDERS

4,500 sq. ft. @ 7¢	say	$ 310	$ 310

ENGINEERING	$ 402	$ 402
		$4,500

RECEIVED
COUNTY & CITY SECTION

☑ ENGR. ☑ COOR. ☑ GE ☑ RE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

April 1, 1971

Mr. Duane Scroggins
Director of Public Works
727 S.E. Cass Street
Roseburg, Oregon 97470

Dear Duane:

This will acknowledge receipt of the City of Roseburg's check #1786 in the amount of $8,200, which is the required amount for an advance deposit for the TOPICS project on Stephens Street at Garden Valley Blvd. The contract is now clear for award.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:ljt

cc: C. T. Keasey

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 1, 1971

~~Mr. Vernon E. Skoog~~ Richard Bladorn,
OFFICE County-City

Dear Sir:

Attached we hand you, for deposit in the State Highway Fund, Warrants, Checks, Drafts, Cash, etc., as follows:

FROM	KIND	NO.	AMOUNT	FOR
City of Roseburg	Check	1786	$8,200.00	Advance Deposit

RECEIVED
COUNTY & CITY SECTION
[illegible] 1 1971
☐ ENGR. ☑ COOR ☐ GE ☐ RE ☑ HE
[✓ ☐ UPE] ☐ GE ☐ RE ☐ RPE ☐

Receipt of the above is acknowledged.

Signed____________________

Dated____________________

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By C. H. Head
Assistant Secretary

RECEIVED
UNTY & CITY SECTION
ENGR. ☑ COOR. ☐ CE ☐ AE ☐ U
✓ UPE ☐ CE ☐ RE ☐ RPE ☐

bc: L. H. Young
C. T. Keasey

March 25, 1971

Mr. Duane Scroggins
Director of Public Works
727 S.E. Cass Street
Roseburg, Oregon 97470

Dear Duane:

On March 25, 1971, the State Highway Commission opened bids on the Stephens Street at Garden Valley Blvd. TOPICS project. The apparent low bid was submitted by Roseburg Paving, Inc. of Roseburg.

The anticipated cost based on the low bid is as follows:

Contractor's bid		$45,735
Anticipated additional items:		
Flagging		1,500
Striping and signing (State)		1,400
Striping and signing (City & County)		4,500
Temporary Erosion Control		100
	TOTAL	$53,235
Engineering & Contingencies (14½%)		7,719
	TOTAL	$60,954
Estimated Preliminary Engineering to date		2,500
	TOTAL	$63,454

City's Advance Deposit:

20% of TOPICS items is $12,690, rounded to,	$12,700
Less credit for City and County striping & signing	4,500
City's Advance Deposit	$ 8,200

As the contract for this project cannot be awarded until the City has deposited its estimated share of the cost, please forward to this office at your earliest convenience, a check or warrant in the amount of $8,200 payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Coe
County and City Engineer

By RICHARD BLADORN RB

Richard Bladorn
Urban Program Engineer

RB:ljt

STEPHENS STREET AT GARDEN VALLEY BLVD. (ROSEBURG) SECTION

OAKLAND-SHADY HIGHWAY

DOUGLAS COUNTY

FAP No. T-5026(2)
Grading, paving and traffic signals

Bids Received March 25, 1971

1.	Temporary Protection and Direction of Traffic	All Specified		$ 2,500.00	
2.	Removal of Structures and Obstructions	All Specified		3,000.00	
3.	General Excavation	All Specified		1,000.00	
4.	Class C Asphalt Concrete	1,500 tons	10.50	15,750.00	
5.	Adjusting Manholes	12 only	100.00	1,200.00	
6.	Adjusting Inlets	5 only	175.00	875.00	
7.	Concrete Curbs and Driveways	20 cu.yds.	65.00	1,300.00	
8.	Traffic Signal Installation, Complete	All Specified		24,343.00	
	For Comparison of Bids			$ 49,968.00	$45,735

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 49,968.00	$45,735.00
Anticipated Additional Items:			
Flagging (~~State Share~~)	$1,500.00 ✓		
Permanent Striping & Signing (State)	1,400.00 ✓		
Permanent Striping & Signing (City-County)	4,500.00 ✓		
Temporary Erosion Control	100.00 ✓		
		$ 7,500.00	$ 7,500.00
		$ 57,468.00	$53,235.00
Engr. & Cont. (14 1/2%)		8,332.86	7,719.08
Estimated Net Authorization, Constr.		$ 65,800.86	$60,954.08
Est. P.E			2,500.00
		TOTAL	$63,454.08

Advance Deposit 20% = $12,690.82
OR SAY $12,700
Less Credit - 4,500
$8,200

GENERAL INSURANCE COMPANY OF AMERICA
4347 Brooklyn Avenue N east
Seattle, Washington 98105
SAFECO INSURANCE GROUP

BID RESULTS

ROJECT NO. 6 Stephens St. at Garden Valley Blvd. (Roseburg) Section - Oakland-Shady Highway in Roseburg, DOUGLAS COUNTY

OWNER: Oregon State Highway Department

DATE: 3/25/71 **PAGE:** 1 of 1

1. Roseburg Paving Inc. 45,735
2. Sims Elec. Inc. 46,585
3.
4.
5.
6.
7.
8.
9.
10.
11.
12.
13.
14.

UANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. Temp. Protection & Direction of Traffic 2,400.00	1	2,400	3,300	
	L.S. Removal of Structures & Obstructions 1,800.00	2	1,800	1,800	
	L.S. General Exc. 950.00	3	950	950	
1,500	Tons Cl. C Asphalt Concrete 16,050.00	4	10^{70}	11^{20}	
12	Only Adjusting Manholes 960.00	5	80	80	
5	Only Adjusting Inlets 375.00	6	75	75	
20	C.Y. Conc. Curbs & Driveways 1,400.00	7	70	70	
	L.S. Traffic Signal Installation, Compl. 21,800.00	8	21,800	21,000	
	45,735				

® SAFECO Insurance Company of America, registered trademark

~~February 12, 1971~~
(date)

3/4/71--Your prompt attention
to this second notice
is urgently requested
in order to accept bids
at the 3/25 letting.
HSC

City of Roseburg
City Hall
Roseburg, Oregon 97470

RECEIVED
COUNTY & CITY SECTION
MAR 8 1971
☑ ENGR. ☑ C.JR. ☑ [illegible] ☒ [illegible] ☒ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway Oakland-Shady Highway

Section Stephens St. @ Garden Valley Blvd. (Roseburg): Grade, Pave & Sig.

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

THIS IS 2ND ANSWER TO THIS

3-5-71
(date)

By G W Baxter

By ____________
Commissioner

By ____________
Commissioner

cc: L. H. Young
Attn: Duane Ridings

3-3-71

RECEIVED
MAR 23 1971

FOR FILING

FORM PR-1240
(Rev. 6-68)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. T-5026(2)

STATE PROJECT NO. Stephen St. at Garden Valley Blvd.

COUNTY NAME Douglas

PROGRAM NO.

ITEM NO. T-19

PROGRAM STAGE (Check) ☐ 1 ☒ 2

FROM:
R. E. Simpson, Division Engineer
Salem, Oregon

TO:
T-5026(2)
7544

Mr. R. L. Porter
State Highway Engineer
Salem, Oregon

Young
3-22-71

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
March 3, 1971	March 3, 1971	FAS Routes 553 & 800
		STATE ROUTE NUMBER
		State Route 234 & County Road

LIMITS OF AUTHORITY

After concurrance in Award you are authorized to proceed with contractor's flagging in the amount of $1,500.00 and temporary erosion control in the amount of $100.00 as shown in your estimate.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Contractor's Flagging $1,500.00
Temporary Erosion Control $100.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Young's February 26, 1971 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed copy of the Title Sheet is returned herewith.

NOTED
TOM EDWARDS

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
March 3, 1971		Division Engineer

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

TOPS

2-22-71

RESOLUTION NO. 71-1

A RESOLUTION PROHIBITING PARKING ON STEPHENS STREET, BOTH SIDES, FROM CHESTNUT AVENUE TO OAKLAND AVENUE AND ON GARDEN VALLEY BOULEVARD, BOTH SIDES, FROM STEPHENS STREET TO WEST CITY LIMITS.

WHEREAS, there is a need to prohibit parking at locations where and when the pavement is usually occupied by parked vehicles and is needed to carry active traffic and eliminate hazardous conditions.

BE IT RESOLVED that parking is prohibited on Stephens Street, both sides, from Chestnut Avenue to Oakland Avenue, and on Garden Valley Boulevard, both sides, from Stephens Street to West City Limits.

ADOPTED BY THE COMMON COUNCIL OF THE CITY OF ROSEBURG AT ITS REGULAR MEETING ON FEBRUARY 22, 1971.

Recorder/Treasurer

RECEIVED
COUNTY & CITY SECTION
FEB 24 1971
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

CC: F.B. Crandall
C. T. Keasey

cc: F.B. Crandall
C.T. Keasey
C.G. Swenson
R.N. Chase
P.V. Riedl - FHWA

2-16-71

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Salvage of Existing Materials
TOPICS Federal Aid Project No. T-5026(2)
Project Name: Stephens Street @
Garden Valley Blvd. (Roseburg)
Section

Gentlemen:

Regarding the salvage of the existing traffic control control signal equipment and hardware and any other items being replaced as a part of subject project, we hereby indicate our desire by checking one of the following squares and agree to the condition thereof:

☒ We do not wish to salvage any materials and these items will become the property of the contractor upon removal.

☐ We do wish to have these materials salvaged and request that the contractor be directed to stockpile these items at ______________________. We agree that any items that have value for re-use will be retained for use on public streets within the City OR if any items are sold to others for re-use we agree to notify the State of such transaction so that the subject Federal Aid project may be credited in the amount received.

Signed at Roseburg, Oregon, this 16 day of February, 1971.

CITY OF ROSEBURG
By Duane Loferoggini
Title Director of Public Works

By ______________________

Title ______________________

RECEIVED
COUNTY & CITY SECTION
FEB 17 1971
☐ ENGR. ☑ COOR. ☑ LE ☒ AE ☒ UE
☒ UPE ☑ CE ☒ RE ☒ RPE ☐

10/19/70

CC: C. T. Keasey
C. G. Swenson
R. N. Chase
T. W. Litchfield

2-16-71

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

SUBJECT: Federal Aid Project No. T-5026(2)
Highway No. FAS 553 & FAS 800
Project Name Stephens Street @ Garden Valley Blvd. (Roseburg) Section

We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at ROSEBURG, Oregon
this 16 day of February, 1971.

CITY OF ROSEBURG

Duane J
Director of Public Works

RECEIVED
COUNTY & CITY SECTION
FEB 17 1971
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☒ UE
☑ OPE ☐ CE ☒ RE ☐ RPE ☐

2/12/71

TOPS

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 15, 1970

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5026(-) TOPICS
Stephens Street and Garden Valley Blvd., Roseburg
Work by Force Account

Klaboe

It appears from the information furnished with Mr. Bladorn's November 10 letter that it would be in the public interest to utilize State, County, and City forces on a force account basis to construct the subject project. Not only do these agencies have experienced and well equipped crews available for this work but these crews can also be coordinated to work at the optimum times to ensure a transition period least disruptive to the daily traffic.

This project is also too small to be attractive to contractors without large move-in costs and substantial profit margins.

For these reasons we concur in your recommendations.

NOTED
F.B. KLABOE

12-21-70

ROUTED TO
Cy - Young

RECEIVED
COUNTY & CITY SECTION
DEC 21 1970
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐
NOTED
TOM EDWARDS

RECEIVED
DEC 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 1 - 1970
FOR FILING

T-5026(2)
7544

November 30, 1970

MISC. CONTRACTS and
AGREEMENTS No. 4096

City of Roseburg
City Hall
Roseburg, Oregon 97470

Attention: Oran W. Brown
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of a TOPICS agreement covering Stephens Street at Garden Valley Boulevard.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agree. att.)

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 10, 1970

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Re: TOPICS, City of Roseburg
Stephens Street at Garden Valley
Blvd. Section
Force Account Work

Dear Mr. Simpson:

The City of Roseburg has requested permission to do a portion of their TOPICS project on Stephens Street and Garden Valley Blvd. with City, County and State forces. Attached is a letter from the City stating their reasons for believing it would be in the public interest to do this work by force account. City and County forces would do the work on Garden Valley Blvd. and State forces would do the work on Stephens Street.

Under the force account method it is estimated that the cost of signing and striping would be approximately $5,895, which would involve approximately $3,537 in Federal funds.

These plans and estimates have been reviewed by the State Highway Division and approval is recommended.

Please review this proposal and determine whether force account work is or is not in the public interest.

Very truly yours,

R. L. Porter
State Highway Engineer

By

for H. S. Cox
County and City Engineer

RB:ljt
Att.

cc: F. B. Klaboe
L. H. Young
F. B. Crandall
C. T. Keasey

RECEIVED
NOV 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

TOPS

Department of Public Works Phone 672-1697

CITY OF ROSEBURG

Suite 406, Pacific Building
727 S. E. Cass
ROSEBURG, OREGON 97470

November 2, 1970

RECEIVED
COUNTY & CITY SECTION
NOV 4 - 1970
☑ ENGR. ☑ COOR. ☐ CE ☑ RE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Subject: Determining Public Interest to Have Striping and Signing Work on Garden Valley Boulevard Performed by Force Account

Dear Sir:

The striping, signing and minor appurtenant paving and adjusting luminaires on Garden Valley Boulevard between Stephens Street and Keasey Road connection will will necessarily be done as a joint project with City of Roseburg and Douglas County Road Department men, materials and equipment. As Roseburg is an isolated community, there is no private industry available to do the work on a contract basis. Both the City and the County have sign fabricating equipment and specialized crews trained in the fabrication and installation of traffic control signs. Both agencies have trained crews and equipment to paint traffic lines and markings. Both agencies have crews to perform minor paving and patching not normally profitable for contractors. The City has a high pressure street flusher necessary to effectively utilize paint remover and is usually more economical and effective than grinding to remove existing traffic lines.

As both agencies are equipped to do the work involved, there are no contractors to our knowledge able to do the work, and no additional men or equipment will be needed, it is in the public interest to do the above described work with City and County force account. In addition, and in the interest of public safety and convenience, both agencies plan to have their crews do the work in the shortest possible time and as near to completion of the signals at Garden Valley Boulevard at Stephens Street as possible. The need for rapid placement of new lines, elimination of old and close timing and coordination make it imperative that force account be used to perform described work. Costs will be computed on "time and materials" basis but the attached estimate indicates our best thoughts as to probable cost at this time.

In our opinion it has been found and determined that it is in the public interest beyond any doubt that the work described be performed by force account as described.

Very truly yours,

Donald A. Bentz
Assistant City Engineer
For: Duane L. Scroggins
City Engineer

DAB/fp

Encl.

STRIPING ESTIMATE
Garden Valley Road - Winchester Avenue
Oakland - Shady Highway
Douglas County

4" Beaded Skip Line 0.66 mile @ $29/mile	$ 19
4" Beaded Solid Line 0.66 mile @ $51/mile	34
Diagonal Striping & Legends Large Legend Crew 8 hrs @$56/hr	448
Removal of Existing Striping Large Paint Crew @ $56/hr x 24 hrs	624
TOTAL	$1,125

TOPS

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COUNTY & CITY SECTION
NOV 9 - 1970
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

5
MCE RSB 45 11-9-70 11 AM

~~DICK BLADORN - CITY COUNTY RELATIONS~~

~~THE ESTIMATE THE CITY USED FOR NO PARKING SIGNS IS O K.~~

~~THE PARKING PROHIBITION SIGNS FOR STEPHENS ST IS GOI SIGNS AT/$/5/000// AT $15.00 OR $270. THIS INCLUDES SIGNS, POSTS, AND LABOR.~~

CLARK

EB--.-

MCE RSB 45 11-9-70 11-00 AM

DICK BLADORN - CITY-XXXXXXXX COUNTY RELATIONS

THE ESTIMATE THE CITY USED FOR NO PARKING SIGNS IS O K.

THE PARKING PROHIBITION SIGNS FOR STEPHENS ST IS 18 SIGNS AT $15.00 OR $270. THIS INCLUDES SIGNS, POSTS, AND LABOR.

CLARK

EB--.

GARDEN VALLEY BOULEVARD
Rough Cost Estimate
Revision of Traffic Striping

PAINT NEW LINES:				
4" Beaded Skip (15-25) White	2.3 mi. @ $29/mile	= say	$ 67	
4" Solid Yellow, Beaded	1.1 mi. @ $51/mile	=	56	
12" Solid White	0.75 mi. @ $100/mile	=	75	
4" Double Yellow Beaded Skip (55-25)	1.3 mi @ $80/mile	=	104	
Pavement Legend	16 hours @ $34/hr.	=	544	
Layout & Engineering	12 hours @ $48/hr.	=	576	$1,422
REMOVE EXISTING STRIPING				
4" Skip Line	2.3 mi.			
4" Solid White Shoulder	2.3 mi.			
4" Solid Yellow	2.3 mi.			
12" Solid White				
Estimate 2, 65 gallon drums remover @ $643/drum		=	$1286	
16 hours with striper to apply & high pressure street flusher to remove @ $35/hr.		=	560	$1,846
SIGNS				
33 @ $15		=	$ 495	
1 @ $25		=	25	$ 520
PAVE SHOULDERS				
4,500 sq. ft. @ 7½¢		say	$ 310	$ 310
ENGINEERING			$ 402	$ 402
				$4,500

RECEIVED
COUNTY & CITY SECTION
NOV 4 - 1970
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☑ UE
☐ DPE ☑ CE ☑ DE ☐ RPE ☐

Determing Public Interest to Have Striping and Signing Work on Garden Valley Boulevard Performed by Force Account.

The striping, signing and minor appurtenant paving and adjusting luminaires on Garden Valley Boulevard between Stephens Street and Keasey Road connection will necessarily be done as a joint project with City of Roseburg and Douglas County Road Department men, materials and equipment. As Roseburg is an isolated community, there is no private industry available to do the work on a contract basis. Both the City and the County have sign fabricating equipment and specialized crews trained in the fabrication and installation of traffic control signs. Both agencies have trained crews and equipment to paint traffic lines and markings. Both agencies have crews to perform minor paving and patching not normally profitable for contractors. The City has a high pressure street flusher necessary to effectively utilize paint remover and is usually more economical and effective than grinding to remove existing traffic lines.

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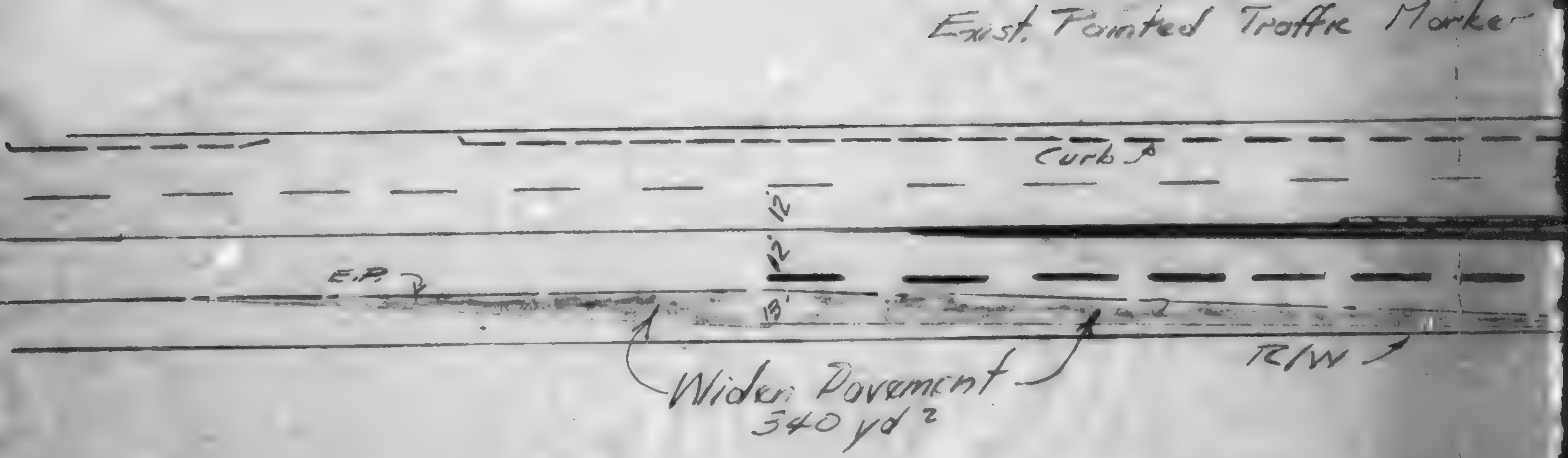
In our opinion it has been found and determined that it is in the public interest beyond any doubt that the work described be performed by force account as described.

RECEIVED
COUNTY & CITY SECTION
OCT 30 1970
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ SE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐



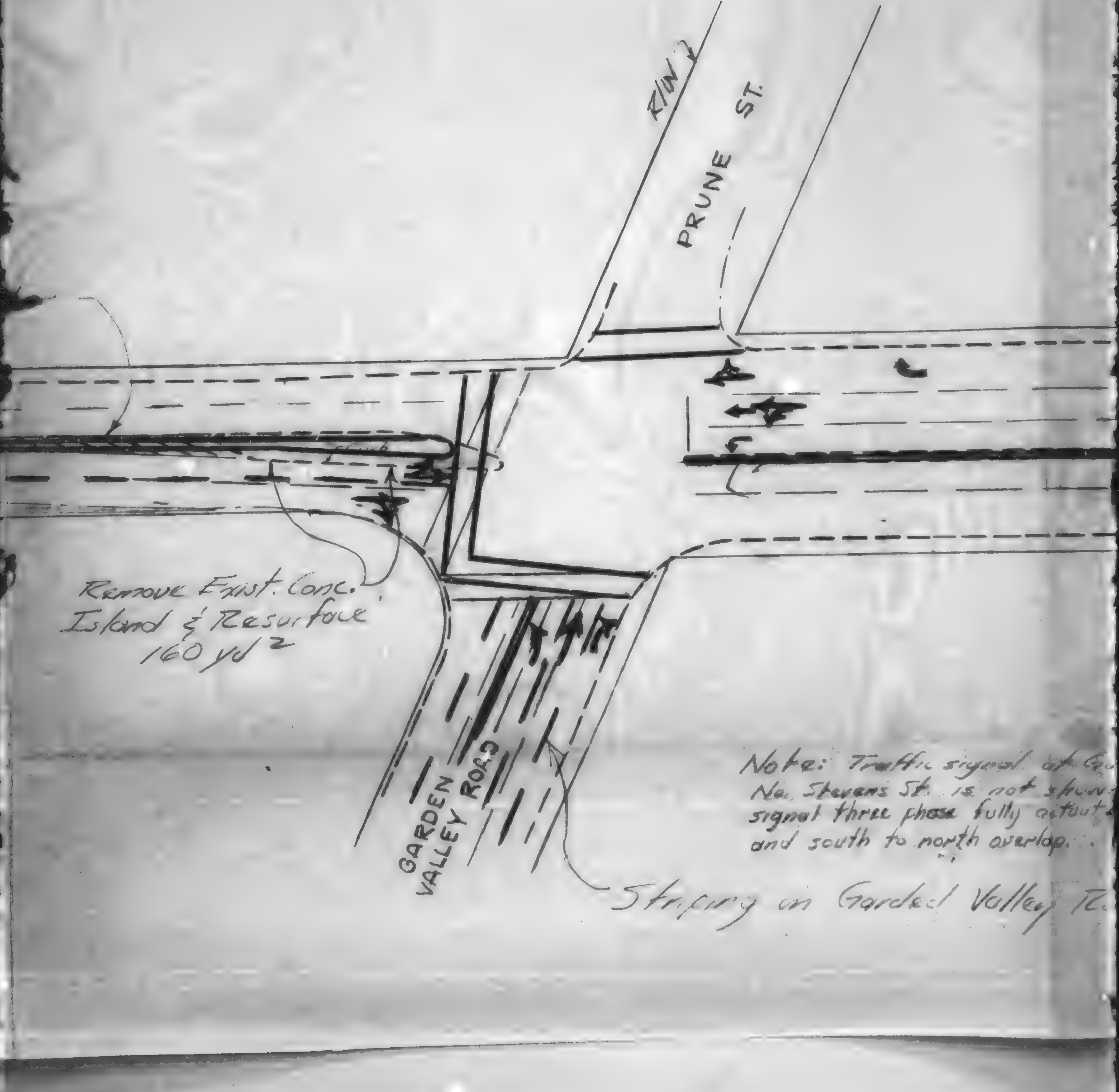
Exist. Painted Traffic Marker
Curb
12'
12'
E.P.
13'
Widen Pavement
340 yd²
R/W

OREGON STATE HIGHWAY DEPARTMENT
DIVISION III ROSEBURG

PROPOSED STRIPPING

OAKLAND - SHADY HIGHWAY (ROSEBURG)

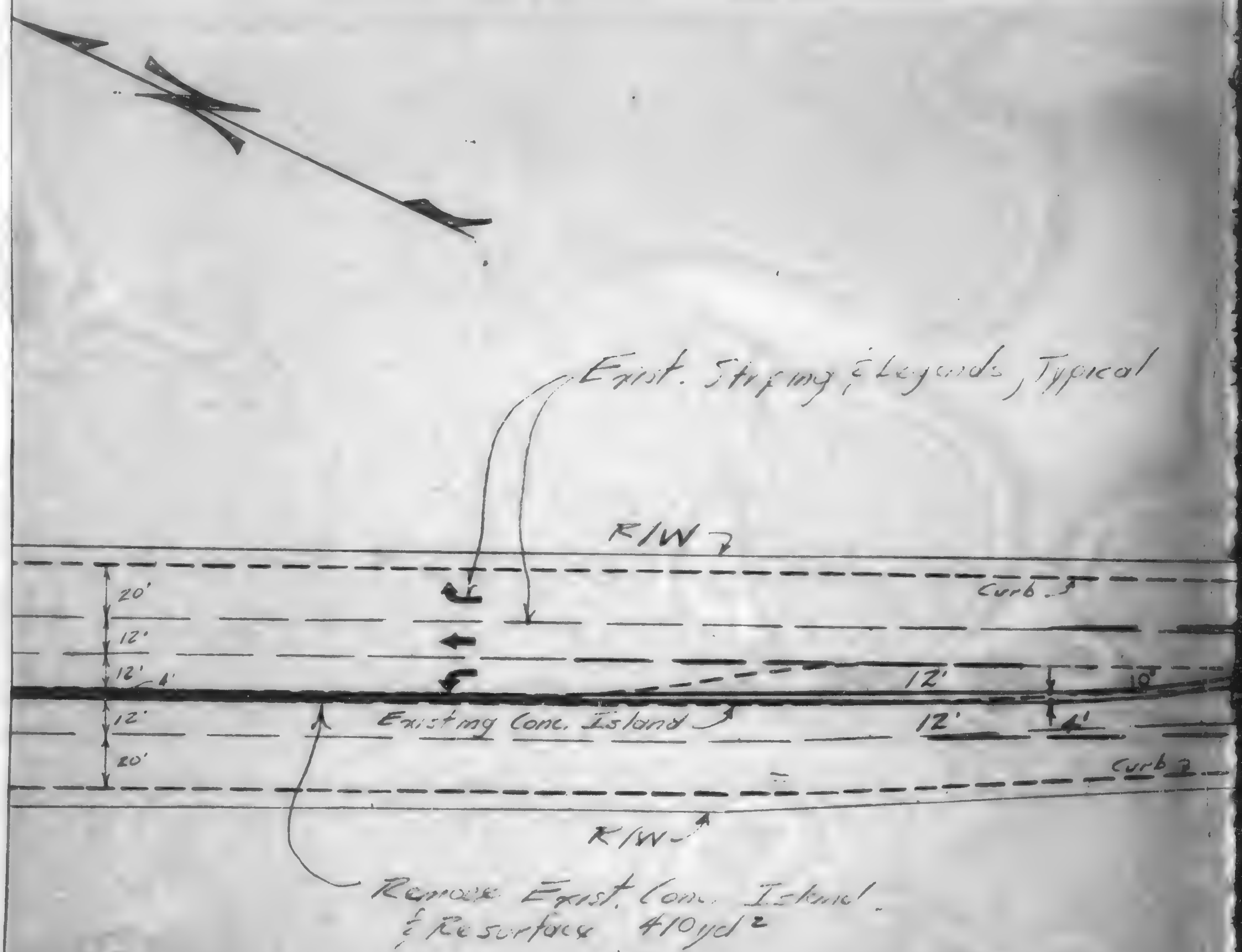
SCALE 1" = 50' Jan 1970


R/W
PRUNE ST.
GARDEN VALLEY ROAD

Remove Exist. Conc. Island & Resurface 160 yd²

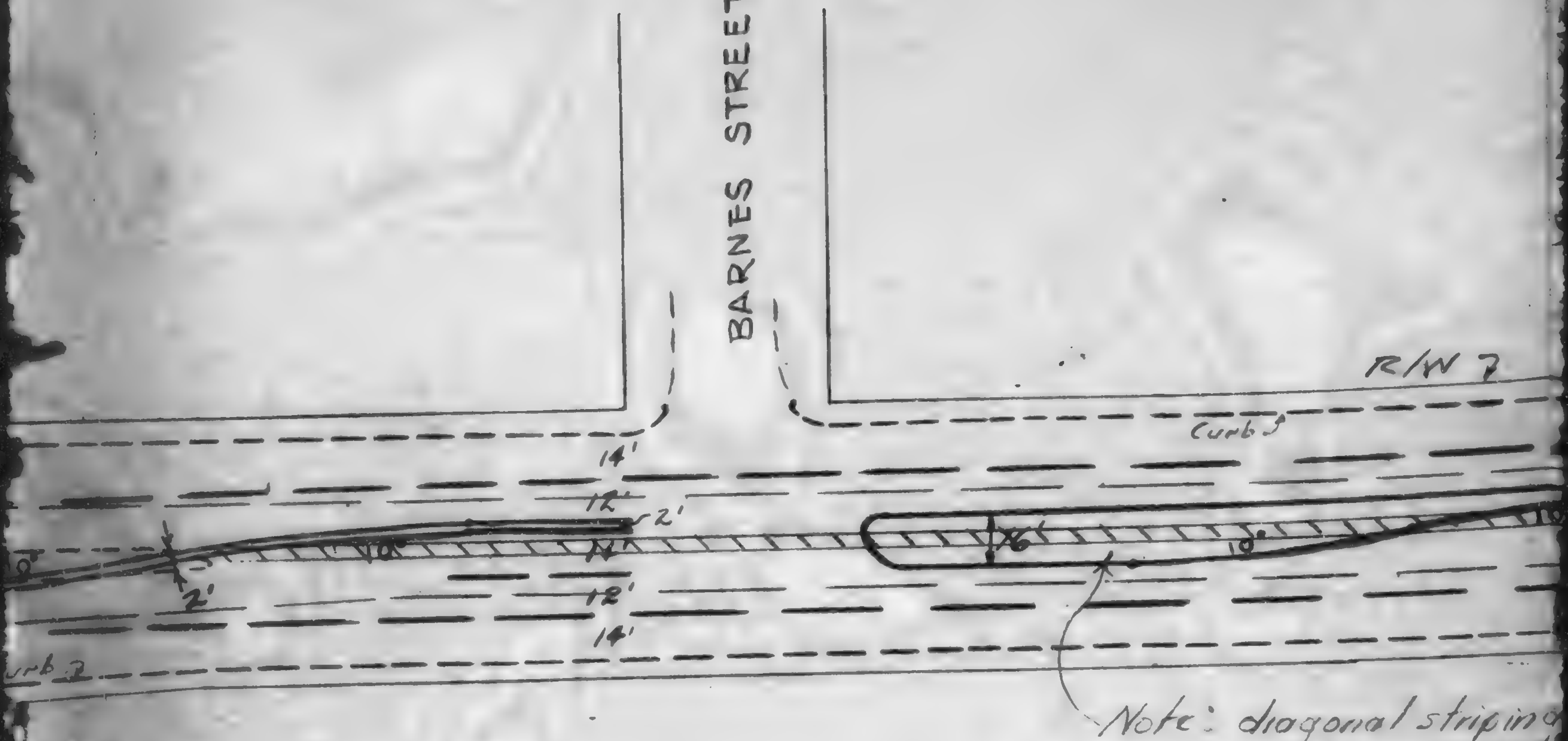
Note: Traffic signal at Ga
No. Stevens St. is not shown
signal three phase fully actuat
and south to north overlap.

Striping on Garden Valley Rd


Exist. Striping & Legends, Typical
R/W
Curb
20'
12'
12'
4'
12'
12'
20'
12'
12'
4'
10'
Existing Conc. Island
Curb
R/W
Remove Exist. Conc. Island
& Resurface, 410yd²

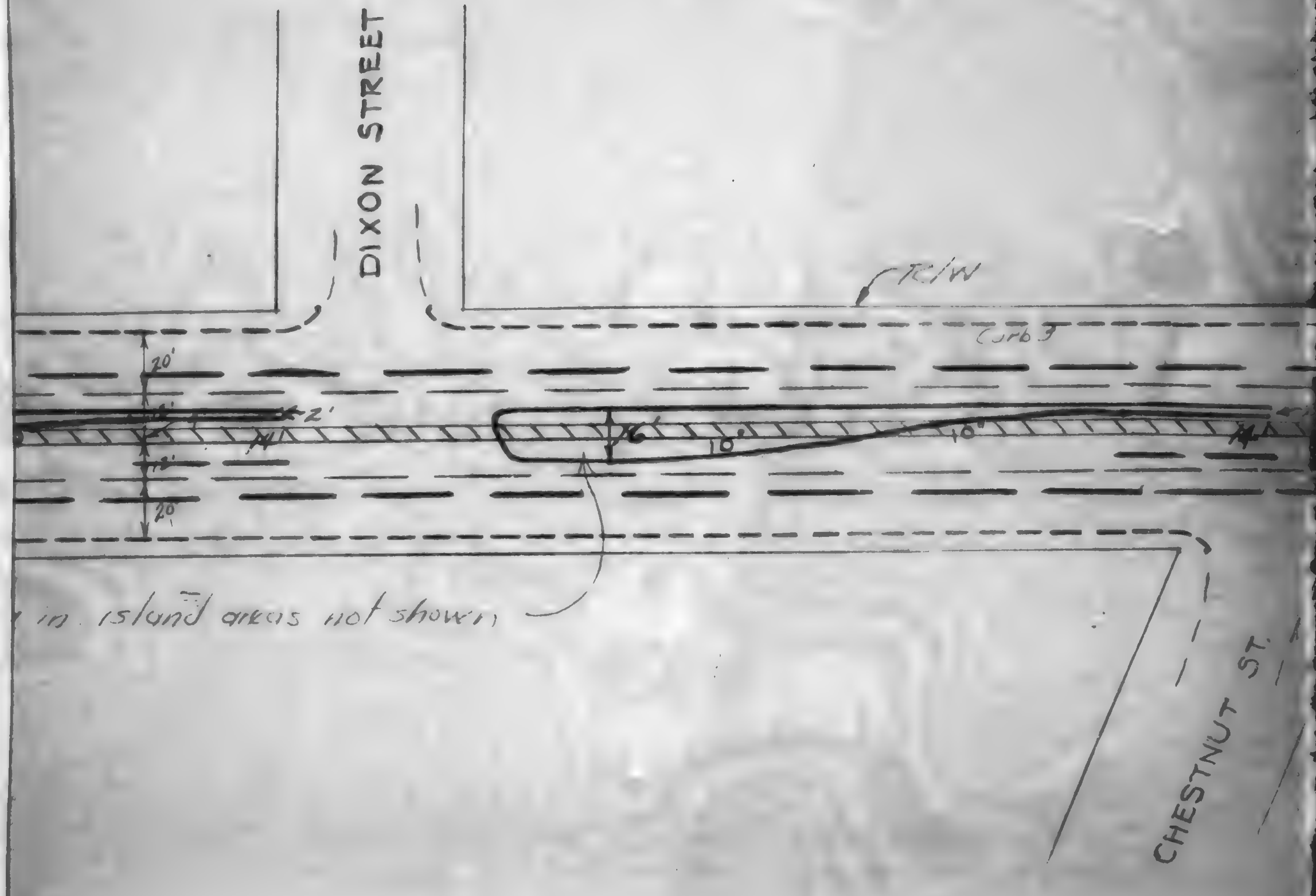
t Garden Valley Rd &
hown. Existing traffic
tuted with south to west
o. . .

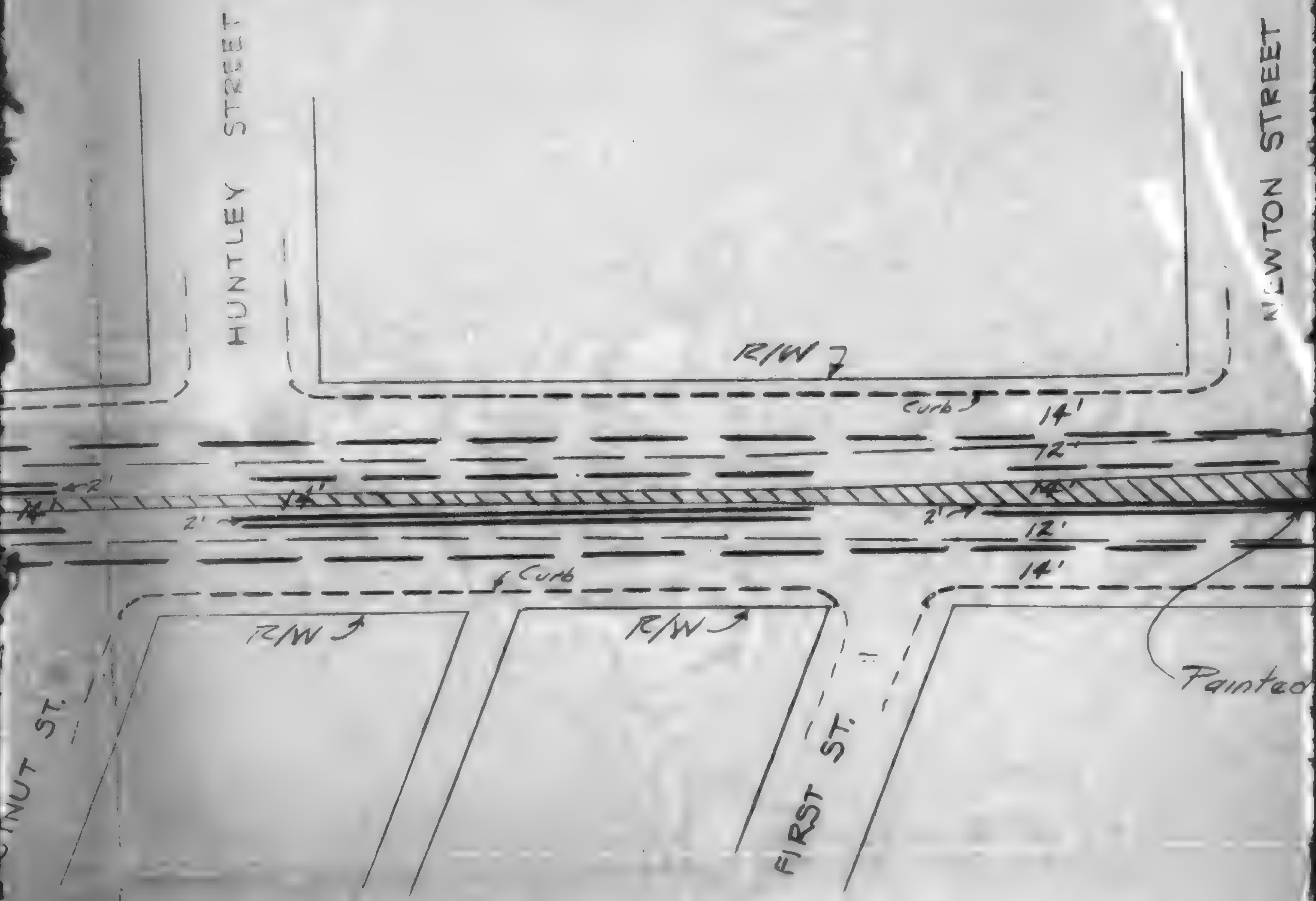
"Road "By Others"

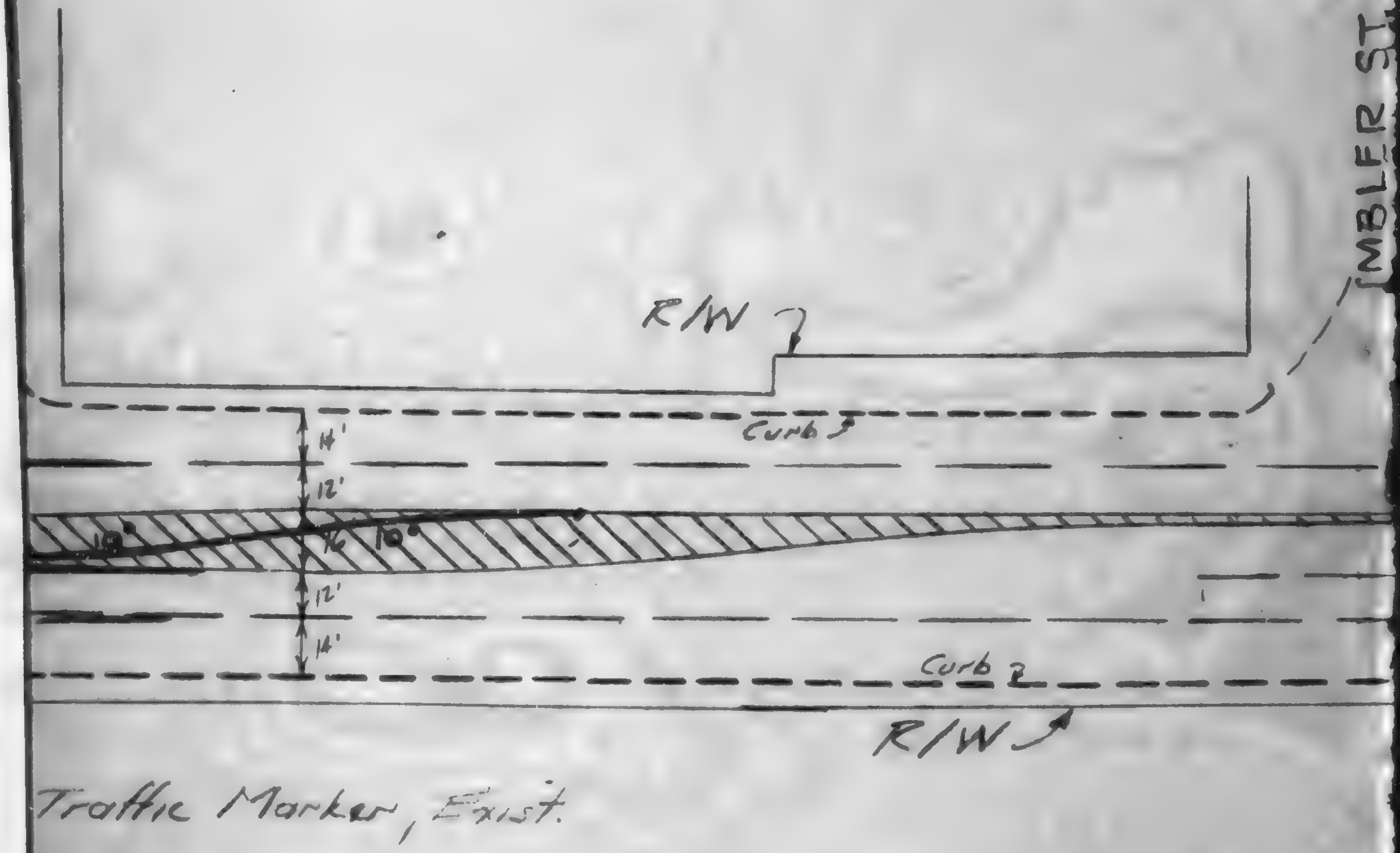

BARNES STREET
R/W 7
Curb 5
14'
12'
2'
14'
10'
2'
6'
10'
12'
14'
Curb 2

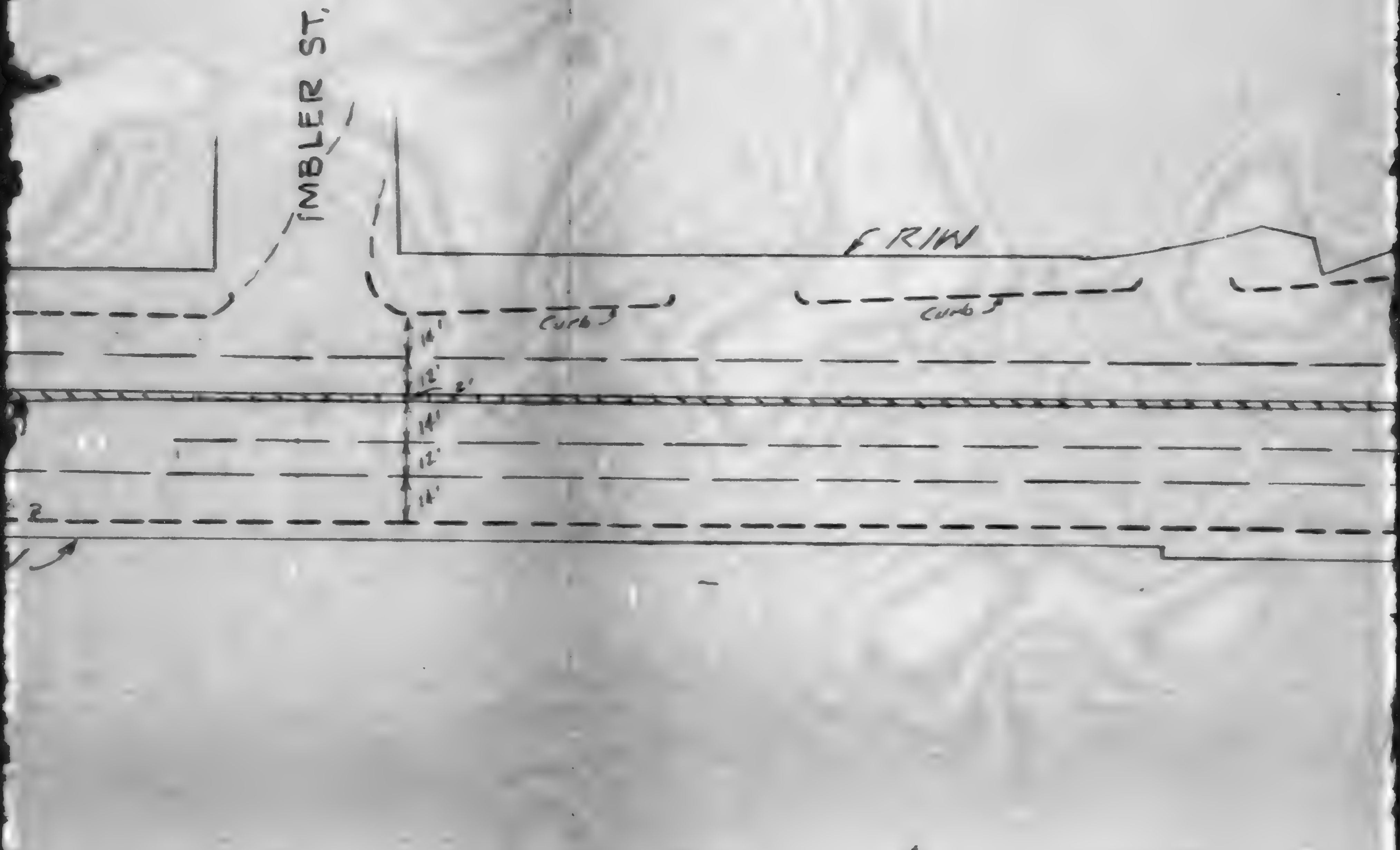
Note: diagonal striping

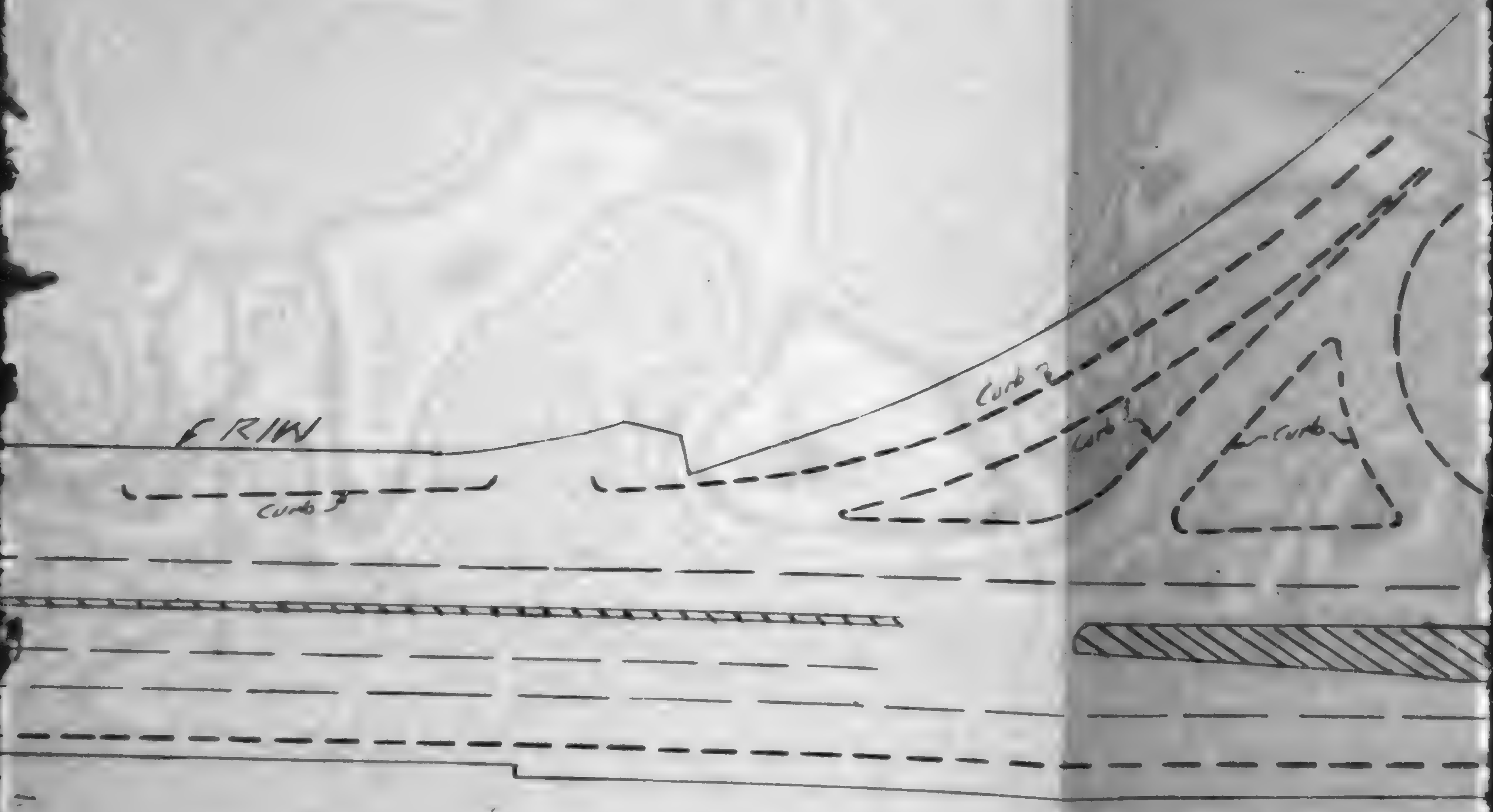
Note: Revise striping as shown ▬


DIXON STREET
R/W
Curb 3
20'
2'
6'
10'
10'
20'
in island areas not shown
CHESTNUT ST.

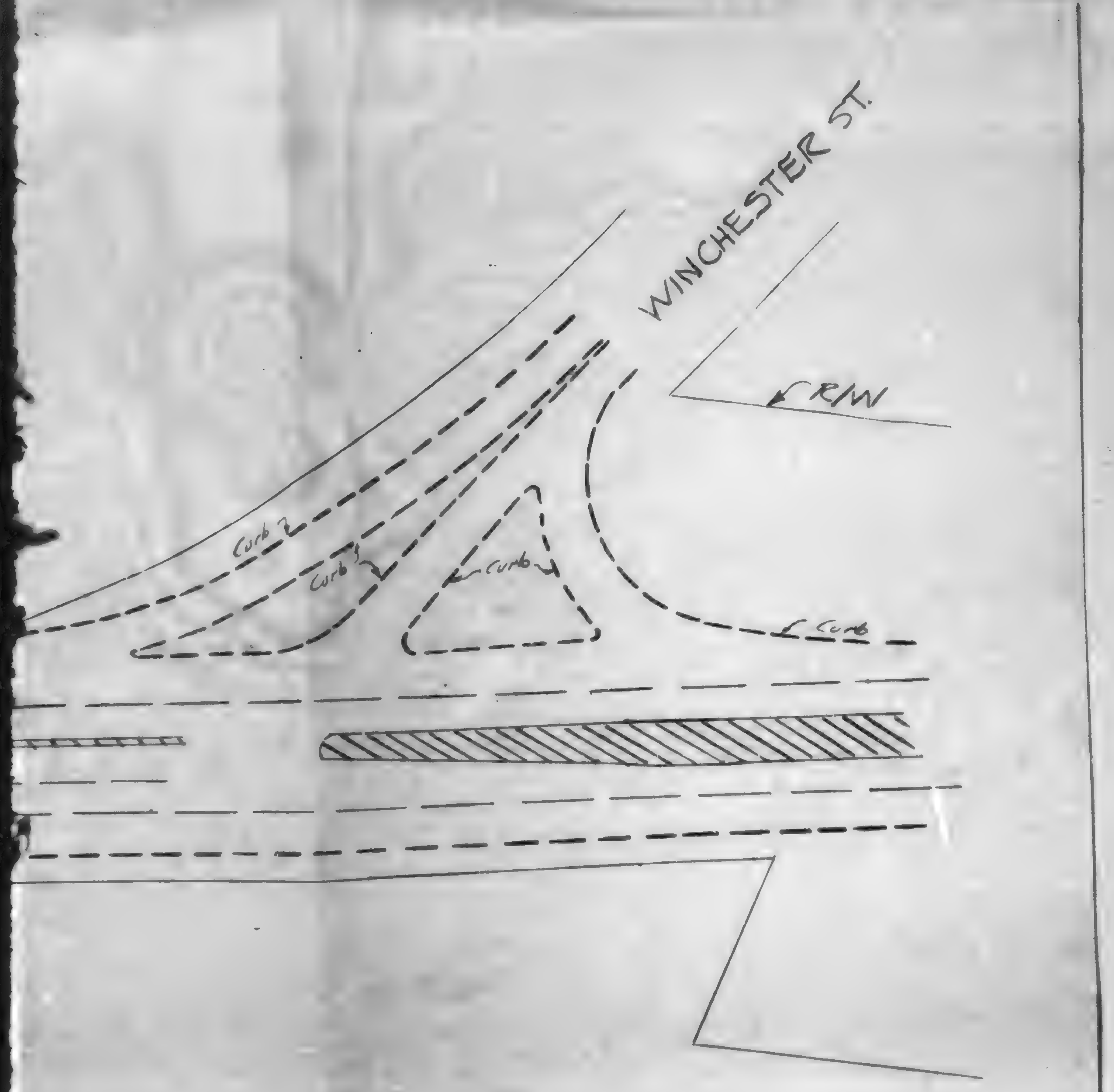

HUNTLEY STREET
NEWTON STREET
R/W
Curb
14'
12'
2'
4'
4'
2'
2'
12'
14'
Curb
R/W
R/W
NUT ST.
FIRST ST.
Painted


R/W
Curb 3
14'
12'
10°
16
10°
12'
14'
Curb 2
R/W
Traffic Marker, Exist.
MBLER ST

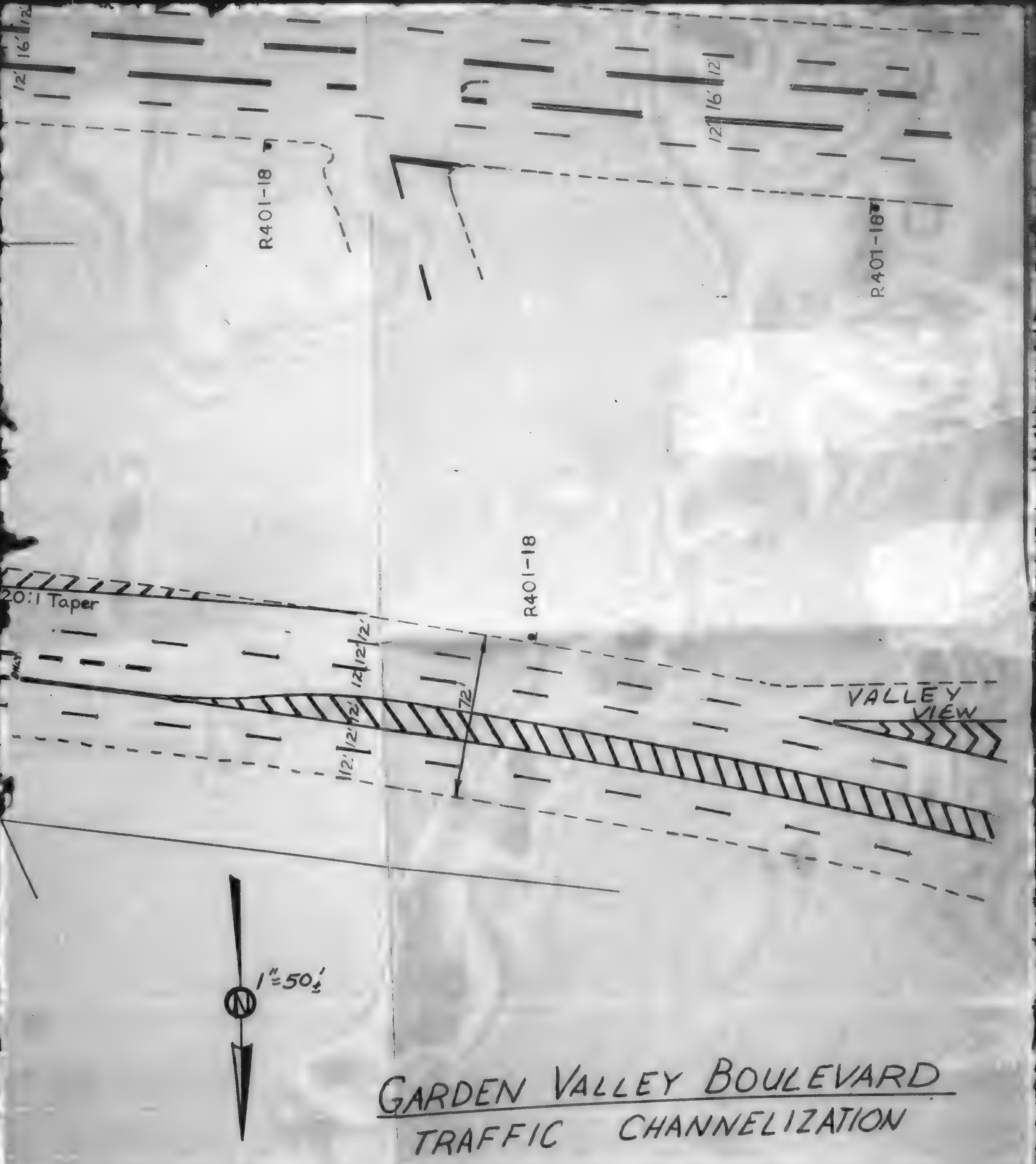

IMBLER ST.
R/W
Curb 3
Curb 3


E R/W
Curb 3
Curb 2
Curb 3
Curb

Proposed Strip
Oakland - Shad
Jan 19

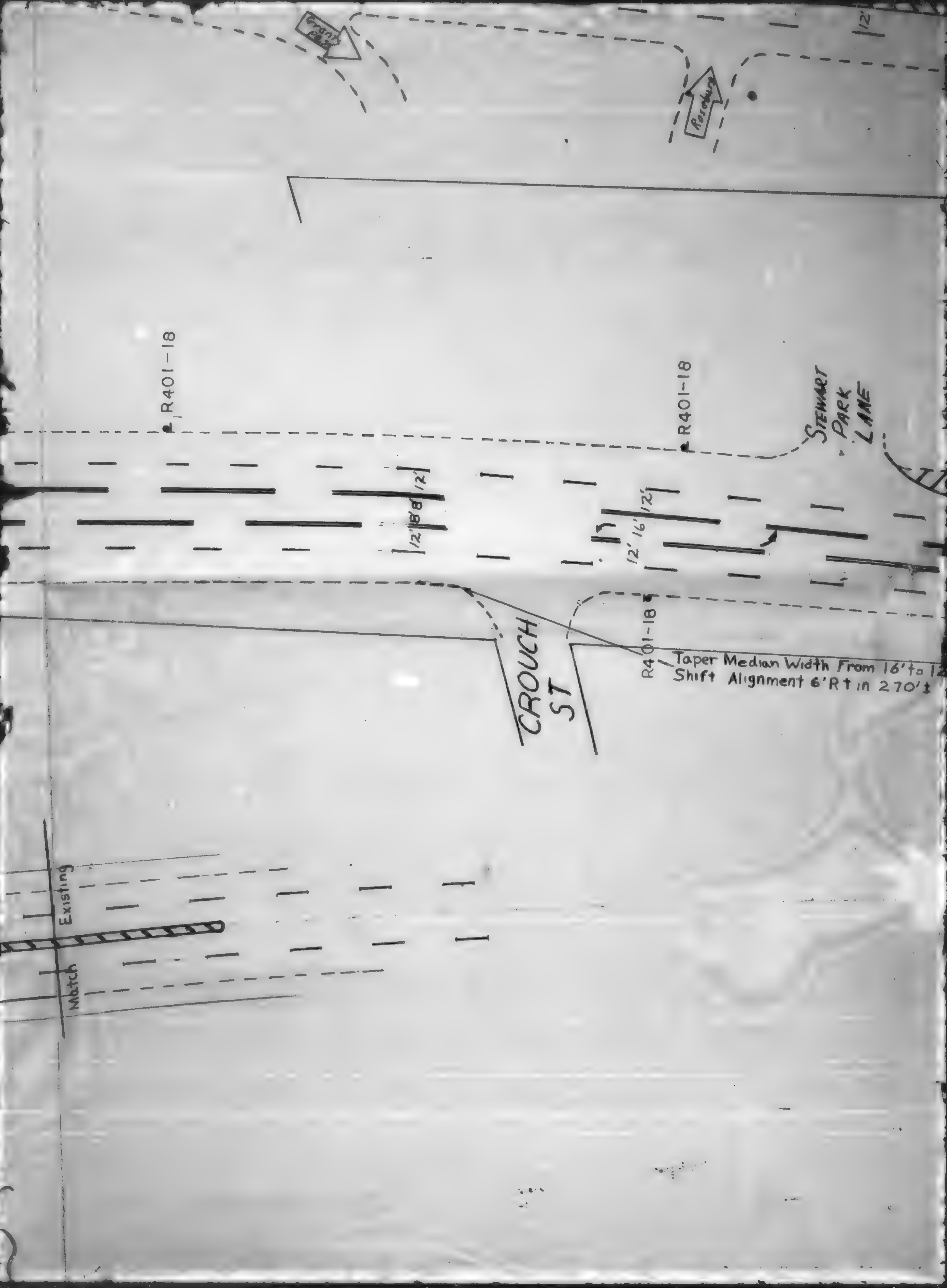

WINCHESTER ST.
R/W
Curb
Curb
Curb
Curb

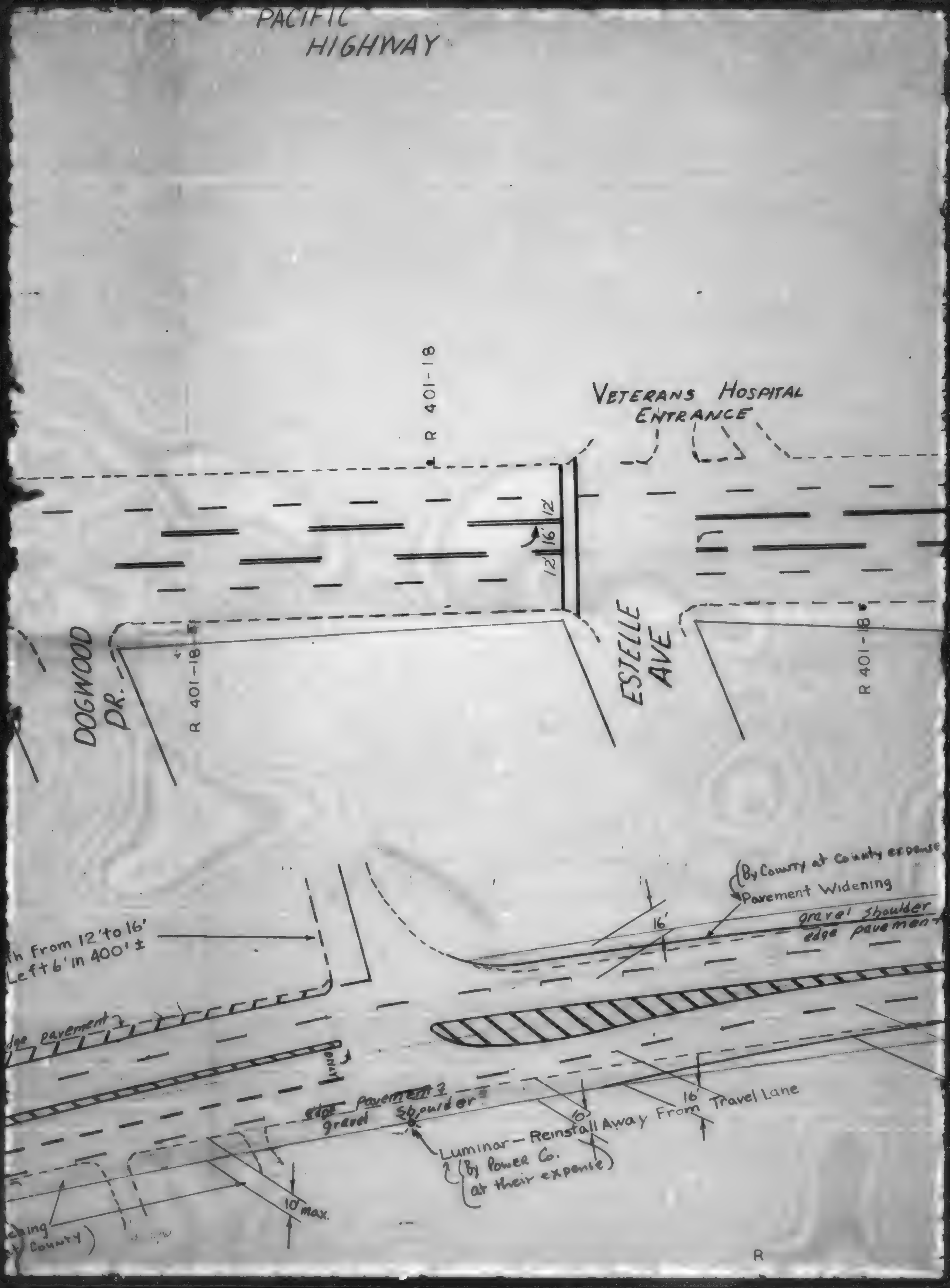
Proposed Striping
Oakland - Shady Hwy (Stephens St)
Jan 1970


12'
16'
12'
R401-18
R401-18
R401-18
20:1 Taper
12'
12'
12'
72'
VALLEY VIEW
1" = 50'±
N

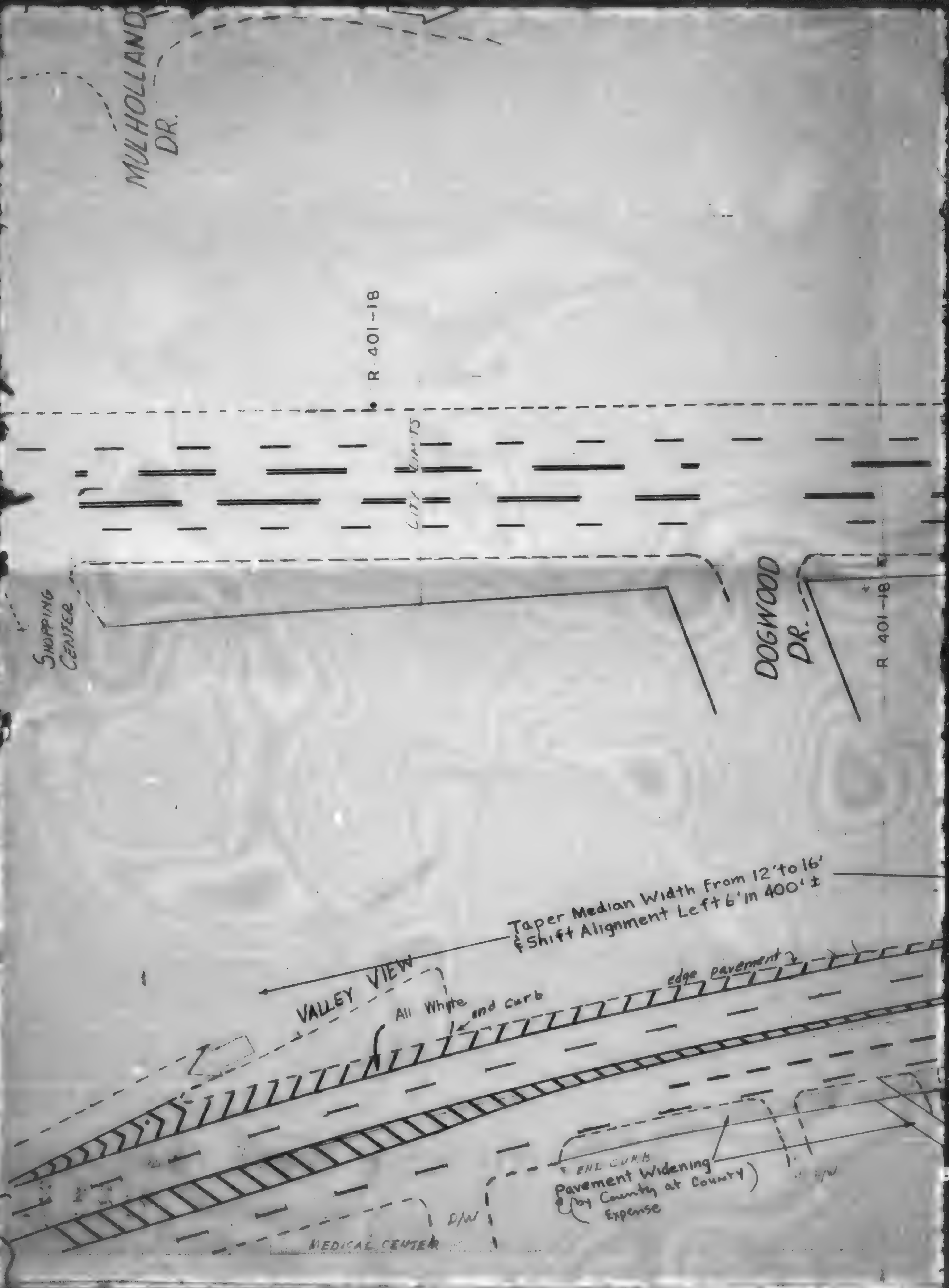
GARDEN VALLEY BOULEVARD
TRAFFIC CHANNELIZATION

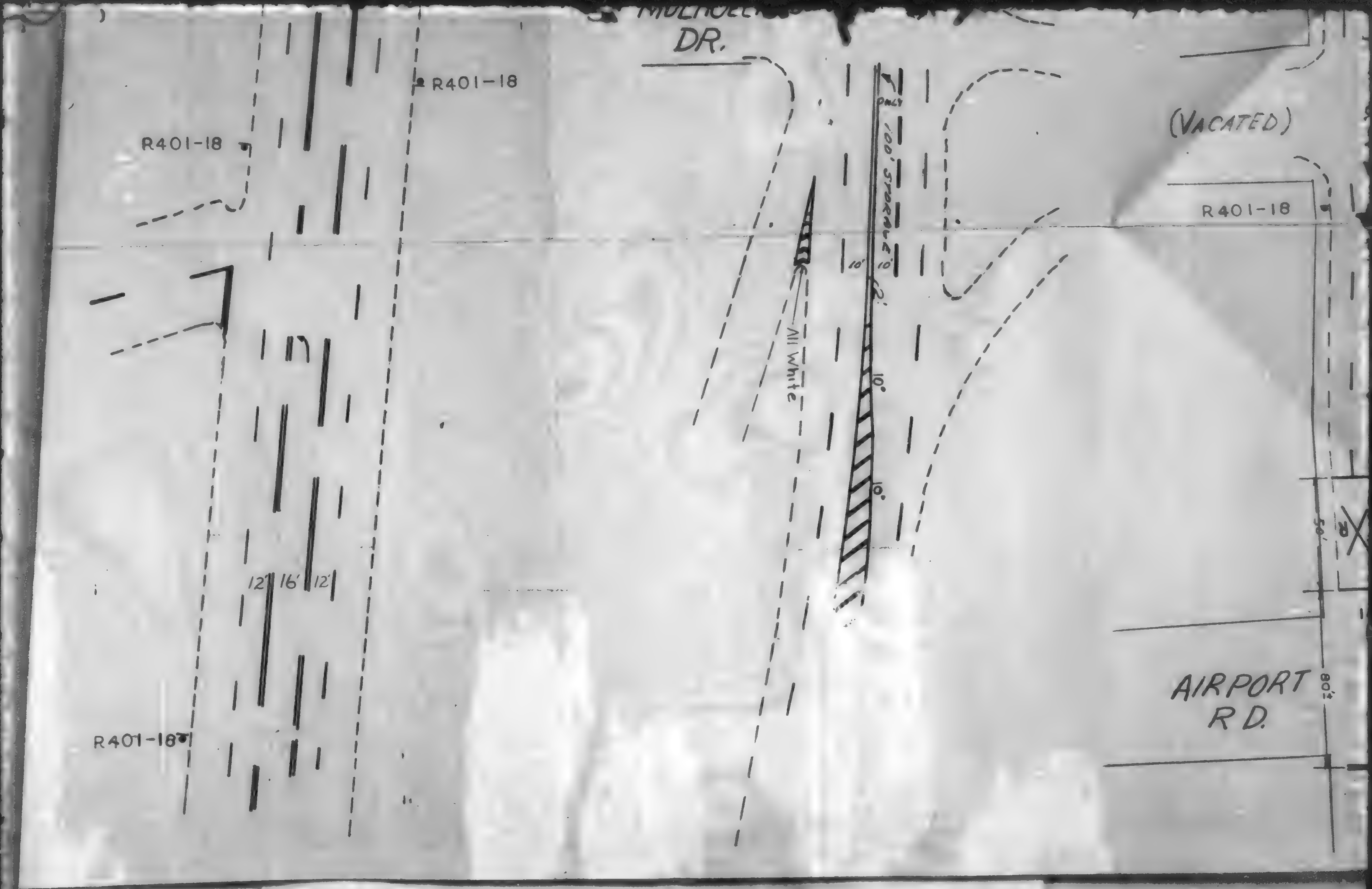
Return to County City

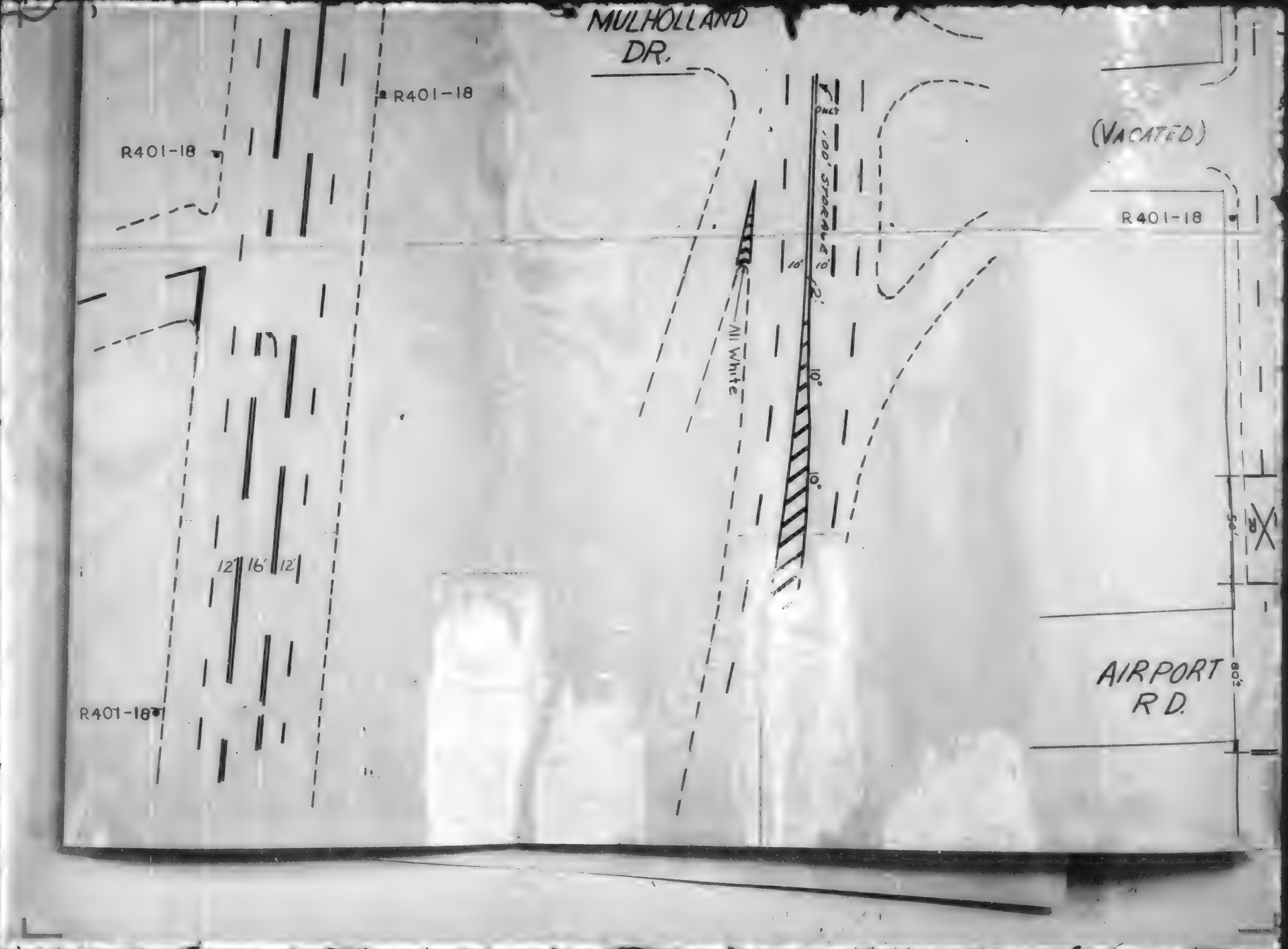

Grants Pass
Roseburg
12'
R401-18
R401-18
STEWART PARK LANE
12' 8' 8' 12'
12' 16' 12'
R401-18
CROUCH ST
R401-18
Taper Median Width From 16' to 12
Shift Alignment 6' Rt in 270'±
Existing
Match

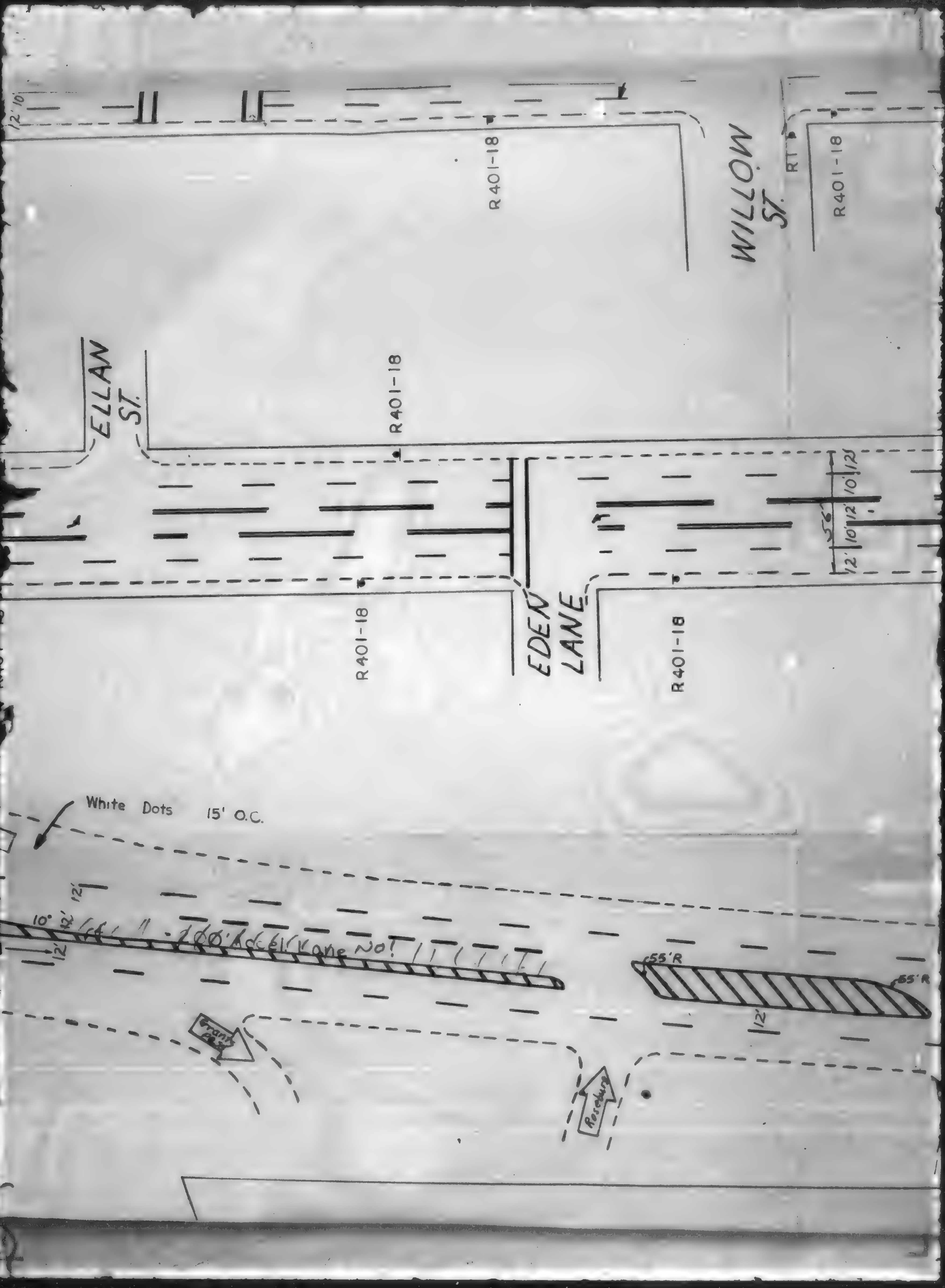


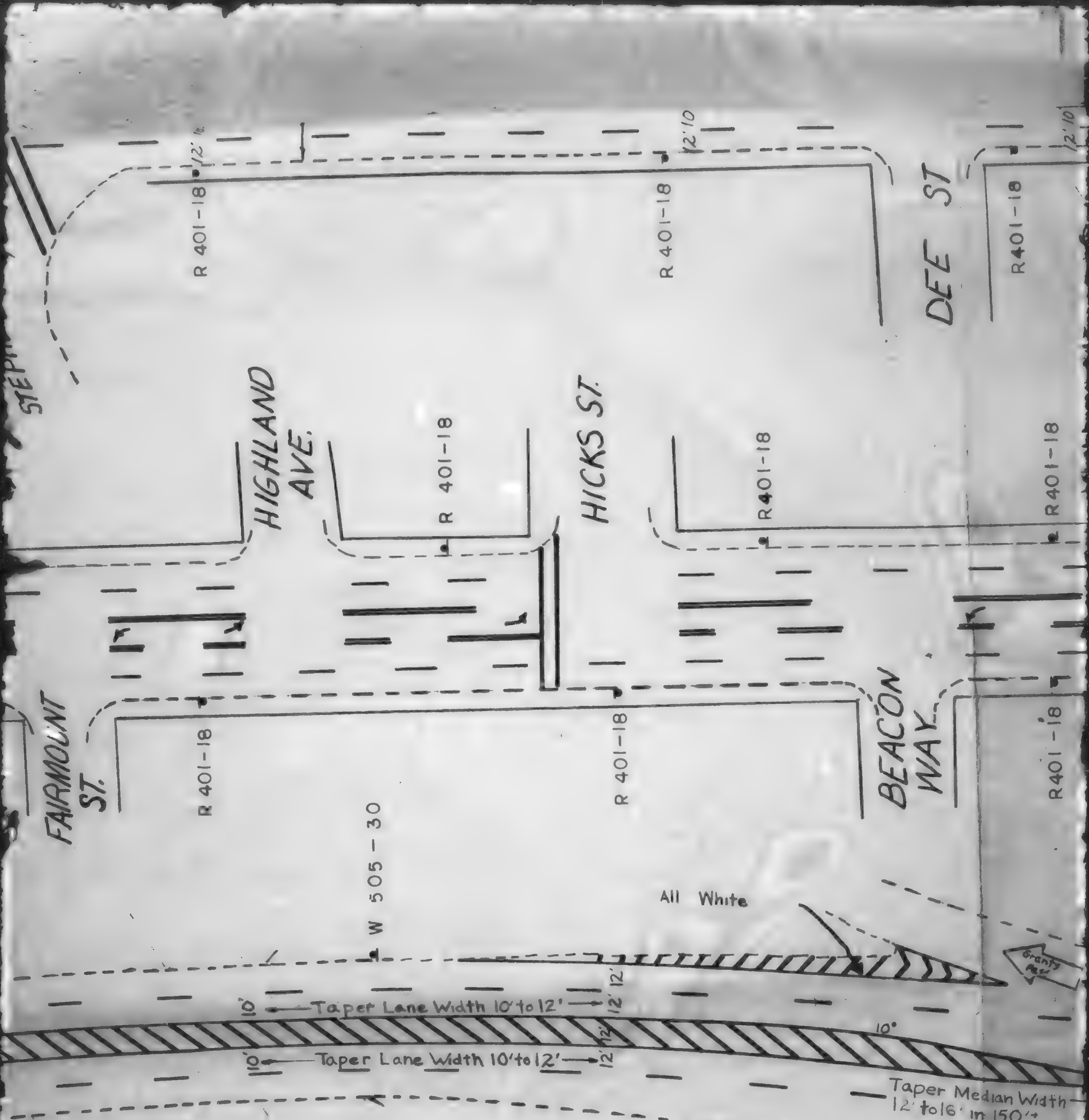
PACIFIC HIGHWAY
R 401-18
VETERANS HOSPITAL ENTRANCE
12'
16'
12'
DOGWOOD DR.
R 401-18
ESTELLE AVE
R 401-18
By County at County expense
Pavement Widening
gravel shoulder
edge pavement
16'
th From 12' to 16'
Left 6' in 400' ±
edge pavement
ONLY
edge pavement
gravel shoulder
Luminar – Reinstall Away From Travel Lane
By Power Co. at their expense
10'
16'
10' max.
ening
t County
R

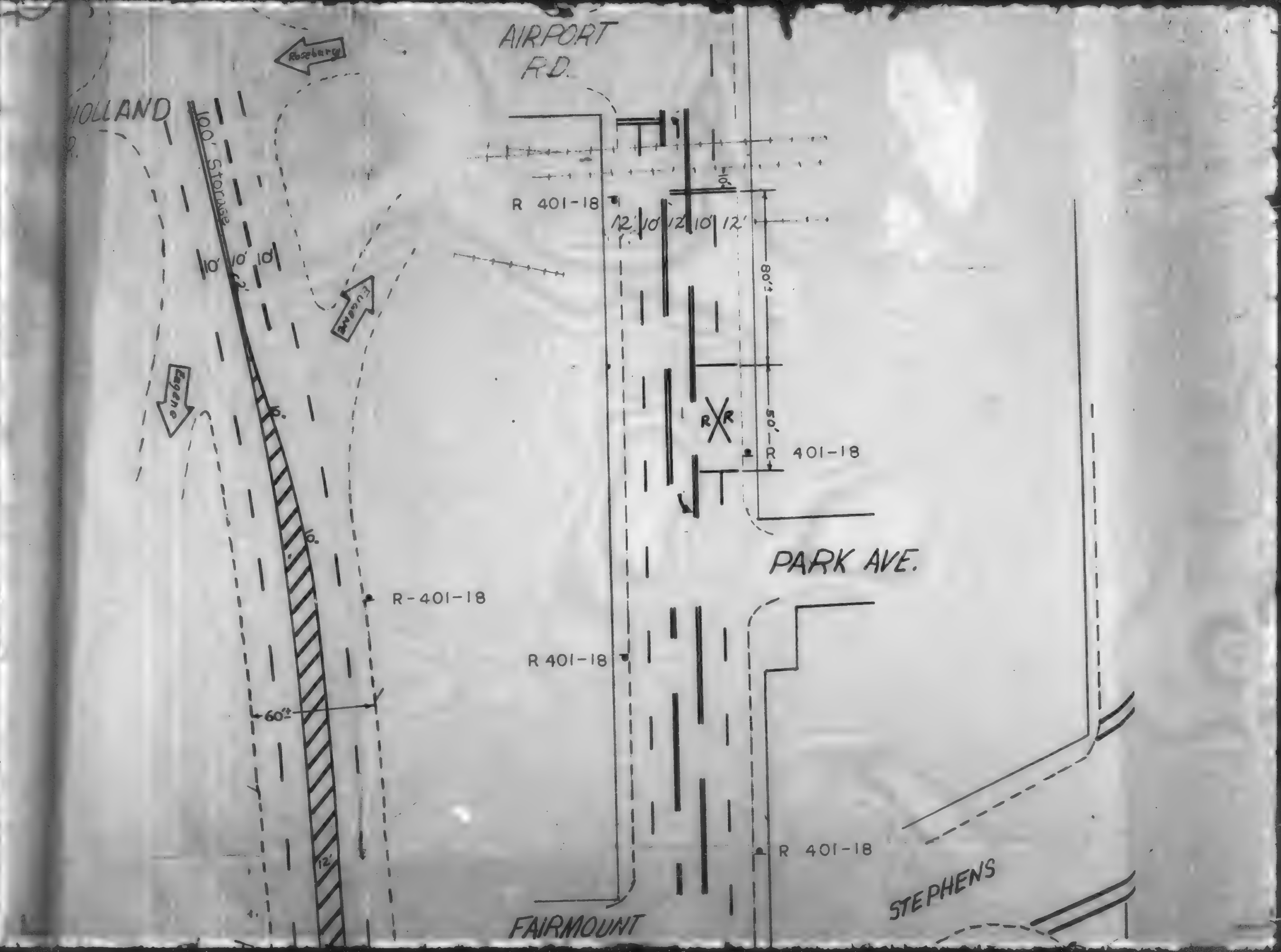

MULHOLLAND DR.
R 401-18
CITY LIMITS
SHOPPING CENTER
DOGWOOD DR.
R 401-18
Taper Median Width From 12' to 16'
& Shift Alignment Left 6' in 400' ±
VALLEY VIEW
All White
end curb
edge pavement
END CURB
Pavement Widening
(by County at County Expense)
D/W
D/W
MEDICAL CENTER

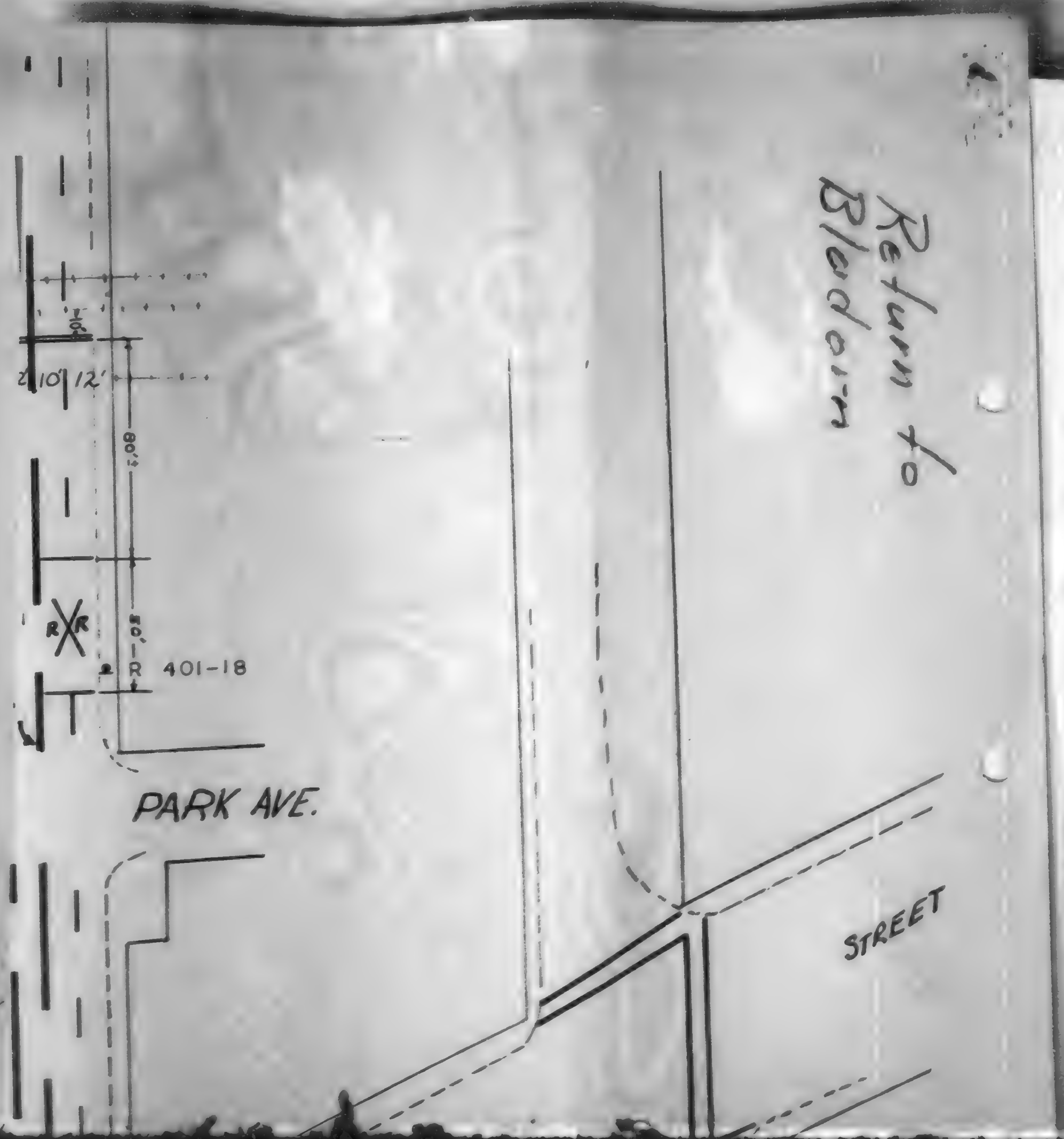

DR.
R401-18
R401-18
ONLY
100' STORAGE
10'
10'
2'
10'
10'
All White
(VACATED)
R401-18
12'
16'
12'
R401-18
50'
80'±
AIRPORT
RD.


MULHOLLAND DR.
(VACATED)
AIRPORT RD.
R401-18
R401-18
R401-18
R401-18
R401-18
100' STORAGE
ONLY
10'
10'
2'
10'
10'
All White
12'
16'
12'
50'
80'±
R

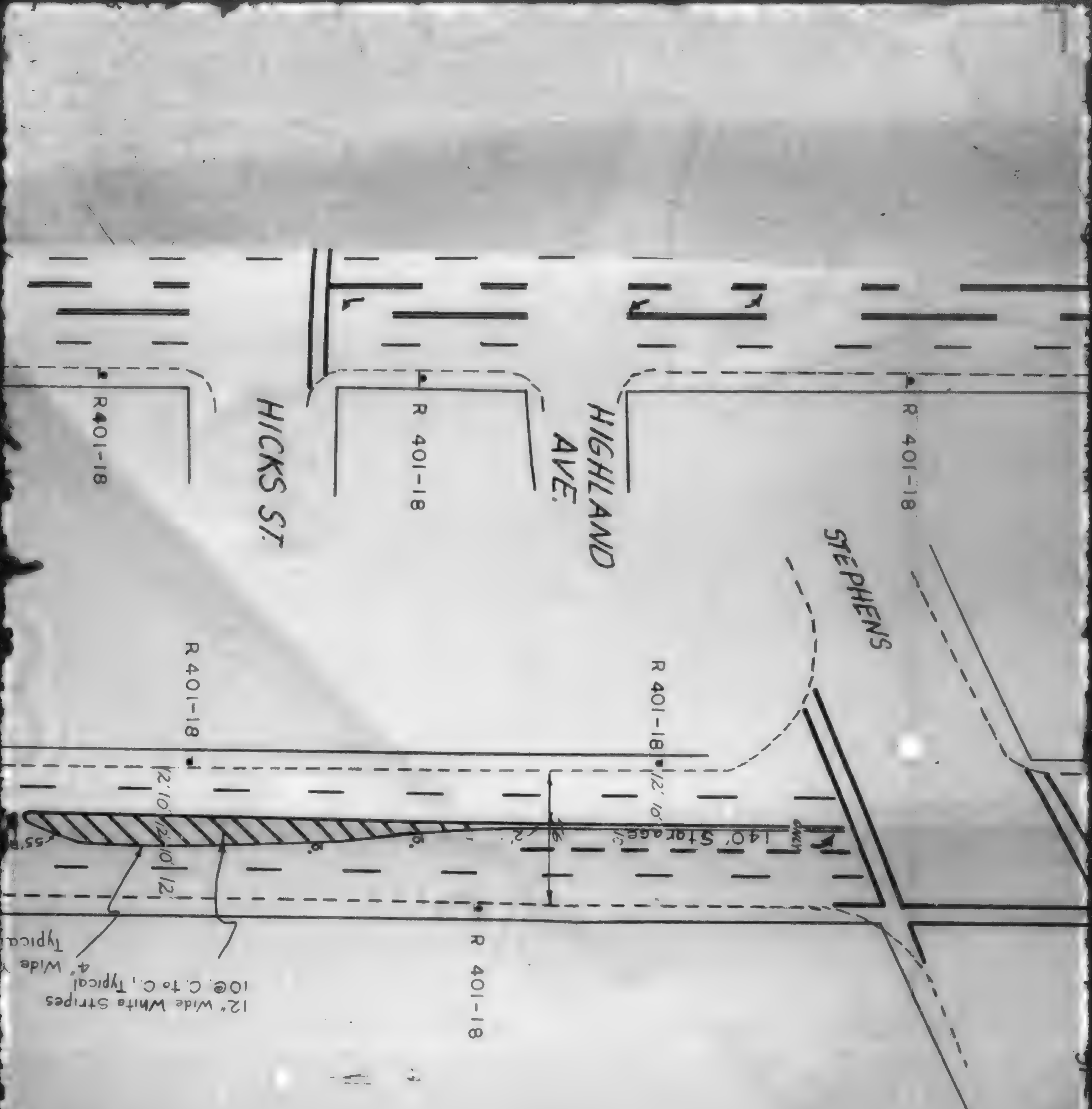

12' 10'
R401-18
WILLOW ST.
RT
R401-18
ELLAN ST.
R401-18
R401-18
EDEN LANE
R401-18
12' 5' 6' 10' 12' 10' 12'
White Dots 15' O.C.
12'
10' 12'
12'
200' Accel Lane No!
55' R
55' R
12'
Grants Pass
Roseburg

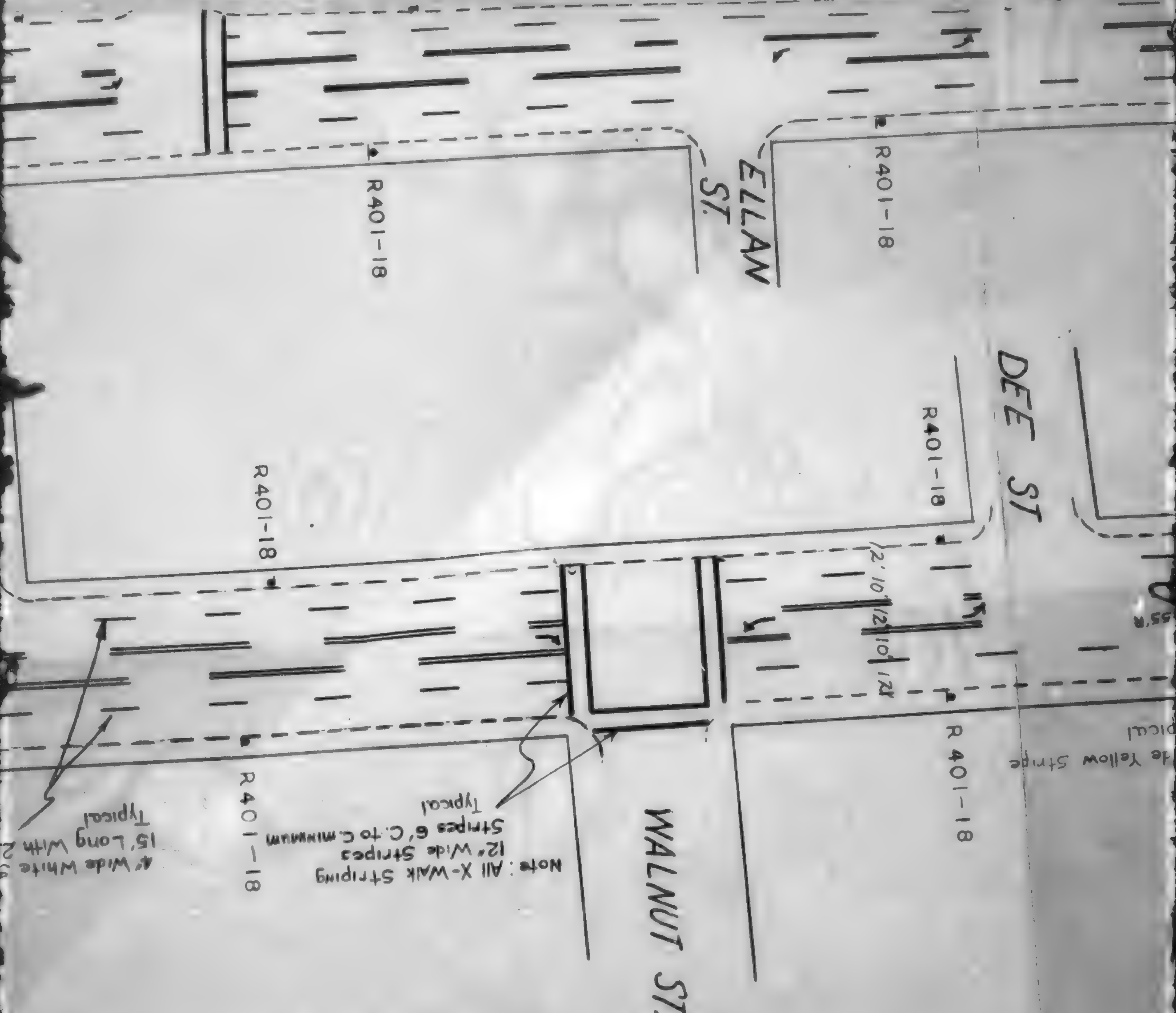
STEPH
12' 10
R 401-18
12' 10
R 401-18
DEE ST
12' 10
R401-18
HIGHLAND AVE.
R 401-18
HICKS ST.
R401-18
R401-18
FAIRMOUNT ST.
R 401-18
R 401-18
BEACON WAY
R401-18
W 505-30
All White
Grants Pass
10'
Taper Lane Width 10' to 12'
12'
12'
12'
10'
10'
Taper Lane Width 10' to 12'
12'
Taper Median Width 12' to 16' in 150'±
PACIFIC HIGHWAY

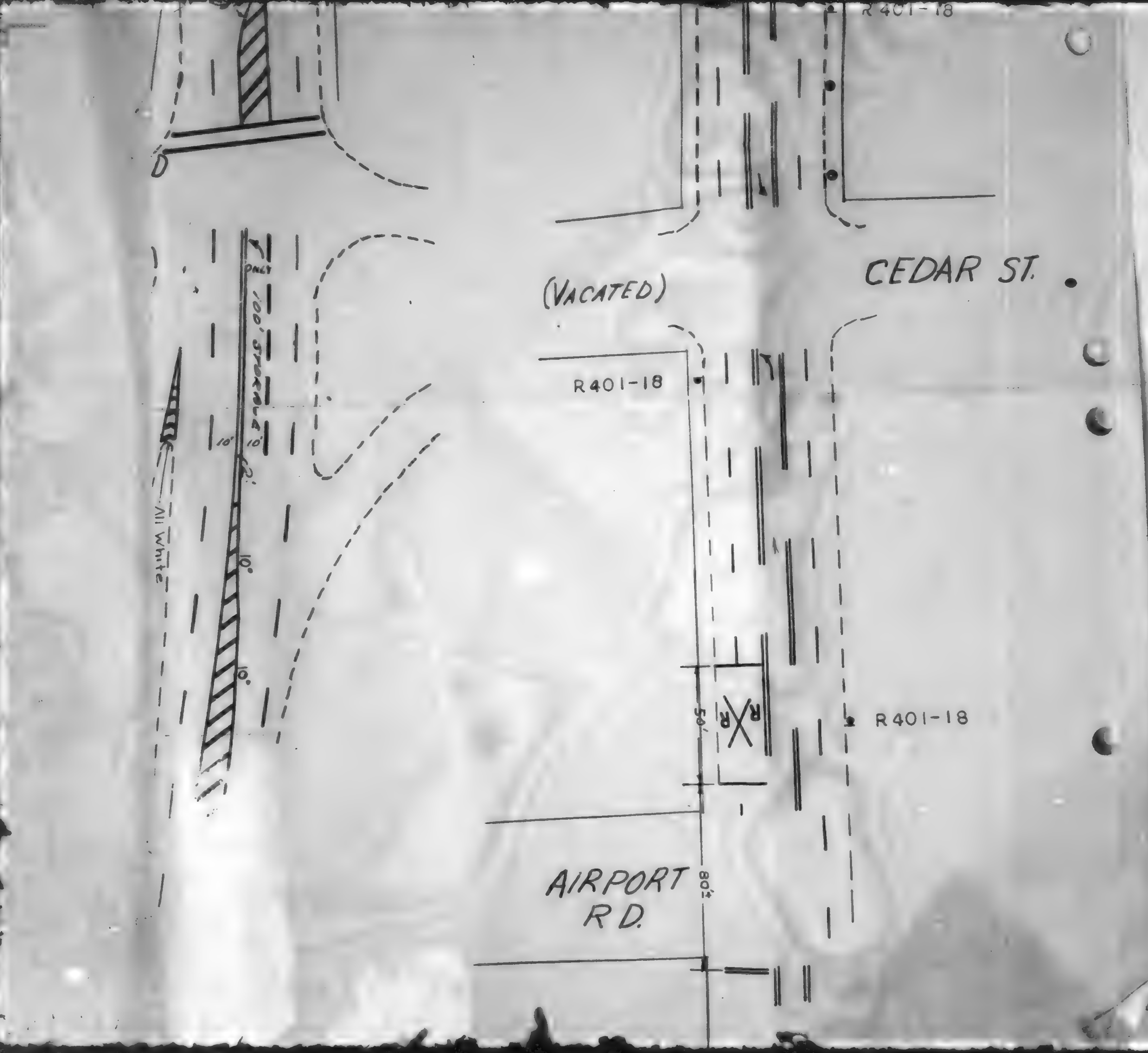

AIRPORT RD.
Roseburg
HOLLAND
100' Storage
10' 10' 10'
Eugene
Eugene
R 401-18
12' 10' 12 10' 12'
10'
80'±
50'
R R
R 401-18
PARK AVE.
R-401-18
R 401-18
60'±
12'
R 401-18
STEPHENS
FAIRMOUNT


R R
R 401-18
80'
80'
12'
10'
2'
PARK AVE.
STREET

Return to
Bladorn


R401-18
HICKS ST.
R 401-18
HIGHLAND AVE.
R 401-18
STEPHENS
R 401-18
R 401-18
12' 10' 12' 10' 12'
12' 10'
140' Storage
R 401-18
12" Wide White Stripes
10@ C. to C., Typical
4" Wide Y
Typical


ELLAN ST.
DEE ST
WALNUT ST.
R401-18
R401-18
R401-18
R401-18
R401-18
R401-18
12' 10' 12' 10' 12'
Note: All X-Walk Striping
12" Wide Stripes
Stripes 6' C. to C. minimum
Typical
4" Wide White S
15' Long With 2
Typical
de Yellow Stripe
pical


R401-18
CEDAR ST.
(VACATED)
R401-18
R401-18
AIRPORT
RD.
80'±
50'
R
R
ONLY
100' STORAGE
10'
10'
10'
10'
All White
D

RECEIVED
NOV 1970

Form FHWA-121 (2-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 28, 1970

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5026(2) Roseburg
Stephens St. at Garden Valley Blvd.
Location/Design Approval

Location/design approval in accordance with the requirements of Paragraph 10 of PPM 20-8 is hereby given for the construction of the subject TOPICS project as requested in Mr. Ellison's October 9 letter.

11-4-70

REFERRED TO
Young
ASST. ST. HWY. ENGR

RECEIVED
OCT 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Jacobs

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

October 9, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Location/Design Approval
Project T-5026(2)
Stephens St. at Garden Valley Blvd.
(Roseburg) Section
Douglas County

Attn.: Mr. Glen Green

Dear Sir:

We hereby request your approval of the location/design, as set forth hereinafter, for the subject project.

a. Location: The corridor is Garden Valley Blvd., (FAS 800), at its intersection with Stephens St. (US 99), FAS 553, and adjacent sections of Garden Valley Blvd. (approx. 1.25 miles between Newton Creek and Stephens St.) and Stephens St. (approx. 0.4 mile between N.W. Neuner Dr. and N.W. Oakland Ave.)

b. Design: The proposed design is as follows:

1. Intersection of Garden Valley Blvd. and Stephens St.: Traffic and pedestrian actuated three-phase solid state signal system, illumination with mercury vapor, Type III, 400 watts, 240/480 volt luminaires and necessary traffic control signs.

2. Garden Valley Blvd. between Newton Cr. and Stephens St.: Channelize with striping to provide left turn lanes, prohibit parking, where required, to allow sufficient distance between existing curbs to provide width for left turn lanes and include "No Parking" signing where parking is eliminated. Provide minor shoulder paving on the westerly end from Newton Creek easterly approximately 0.50 mile.

3. Stephens St. between N. W. Neuner Dr. and N. W. Oakland Ave.: Channelize with striping, in place of the existing concrete islands, to provide left turn lanes.

prohibit parking where required including "No Parking" signing where parking is eliminated. Widen pavement between Garden Valley Blvd. and Oakland Ave. to allow adequate traffic lane transition from four traffic lanes to two traffic lanes.

The proposed project is exempt from IM 50-1-70 review and comment under working agreement with the State Clearinghouse dated April 28, 1970.

Enclosed is a copy of District 6 Clearinghouse's (Umpqua Council of Governments) approval letter of September 21, 1970.

Public hearing is not required under the provisions of paragraph 6a of PPM 20-8.

We are enclosing a copy of the City of Roseburg's request for the proposed project which describes the work to be done. We trust this enclosed data, with the hereinabove described location/design data will suffice as a location/design study report.

The Highway Division has considered the City of Roseburg Project Request data, as well as the social, economic and environmental effects of the proposed project as stated in said request and has concluded the location/design criteria described hereinabove and in the City's request is suitable for the project.

The description of the location/design for which we are requesting your approval has been published in the appropriate news media. A copy of the request to the news media for publication is enclosed.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. E. Young
Program and Planning Engineer

JG:bb

Enc.
cc: R. L. Porter
Tom Edwards
F. B. Klaboe
H. S. Cox
F. L. Hall
B. L. Gifford
R. N. Chase

TRANSACTION NUMBER 11-2

ORM PR-48
EV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 10-28-70
BY (Signature): MR. ELLISON'S OCTOBER 9, 1970 LETTER
TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

TAGE 1* EM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 19 THRU ______

OTHER IDENTIFICATION AND/OR REMARKS (State)

TEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
	T-5026(2)	0.0	42,400	26,800	STEPHENS ST. AT GARDEN VALLEY ROAD (ROSEBURG)	PRELIMINARY ENGINEERING TRAFFIC SIGNALS SIGNS, ILLUMINATION CHANNELIZATION STRIPING MINOR GRADE, DRAIN & HIGH TYPE PAVEMENT

10-28-70

Young
10-29-70

ARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO PREPARE PS&E DOCUMENTS.

OCT 30 1970
FOR

T-5026(2)
75414

NOTED
TOM EDWARDS

RECEIVED
OCT 29 1970
OFFICE OF

RECOMMENDED
DATE
SIGNATURE AND TITLE

APPROVED
DATE 10-28-70
SIGNATURE AND TITLE
R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

10-9-70

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL-AID P** (PPM 2
DATE SUBMITTED TO W.O.	10-9-70	

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEA
2	1 (19) (20)	Roseburg: Stephens St. at Garden Valley Blvd 21 65	**ADT**	22,000* 15,300	33,200* 23,700 (66) (70)	90 (71)

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH
3	P.E., Traf. Sig., Signs & Illum. 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74)

CARD			
4	CLASS OF FEDERAL FUNDS TOPICS	COUNTY NAME	
	NAME OF URBAN AREA Roseburg 17-31	ROUTE NO. S	FEDERAL-AI 553 &

ESTIMATED PROJECT C

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (56)	(59) (66)	(67)
5					**PE**		Roseburg: Stephens St. (FAS 553) at Garden Valley Blvd. (FAS 800). Stephens St. at Garden Valley Blvd. (Roseburg) Section.	0.00	3,400	2,100
5					**ROW**					
5					**CONST** (CODE) Y-031			0.00	39,000	24,700
							PROJECT TOTALS	0.00	42,400	26,800
									(16) (23)	(24)

CARD	CODE	
1	1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

ADT	PRESENT 22,000* 15,300	FUTURE 33,200* 23,700	YEAR 90	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 077	ITEM NO. 19

DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S) T-	NUMBER 5026	SEQ. NO. (2)	I. Projects Only POST MI. DESIG.

COUNTY NAME: Douglas

CODE: 019

PROGRAM STAGE: ☐ 1 OR ☒ 2

ROUTE NO. S — FEDERAL-AID: 553 & 800 — STATE: 234 & Co.Rd — U.S.:

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
3,400	2,100	650	650 (City)	P.E. all phases. Installation of traf. signals, signs, illumination, channelization and striping. Minor grading, drainage and H.T. pave.
39,000	24,700	7,150	7,150 (City)	ROW-60' min.; Access Control-none; Parking Restrictions-Complete.
42,400	26,800	7,800	7,800 (City)	

REMARKS

Preliminary Engineering	(Field	$1,000
	(Design	2,400
		$3,400

*FAS 553 Stephens St. (Oakland-Shady Hwy.)

-OVER-

USCOMM DUSCOMM-DC 48905-P61

STEPHENS ST.-GARDEN VALLEY BLVD. INTERSECTION
PROJECT NO. T-5026(2)

Existing Facility

Stephens St. (US 99) - North: 2 lanes northbound tapering into 1 lane; 1 lane southbound.
- South: 2 lanes northbound; 2 lanes southbound; 1 left turn lane northbound for traffic turning westbound onto Garden Valley Blvd.

Garden Valley Blvd. - West: 4 lanes.
- East: 2 lanes.

Adjacent Sections

Stephens St. (US 99) - North: 2 lanes.
- South: 4 lanes.

Garden Valley Blvd. - West) &) East) Same as above-described facil.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.
2. Intersection of Stephens St. (US 99 and Garden Valley Blvd.: Install a traffic and pedestrian actuated three-phase solid state signal system. Install mercury vapor, Type III, 400 watt, 240/480 volt luminaires with underground wiring and steel poles. Install necessary traffic control signs. Channelization by striping. (Present signal is a three-phase traffic actuated electro-mechanical signal system.)
3. Stephens St. (US 99) between N.W. Neuner Dr. & N.W. Oakland Ave.: Remove existing concrete islands. Delineate traffic lanes and channelization by striping. Grade and high-type pavement (AC) to provide additional pavement widening to allow adequate traffic lane transition from 2 lanes to 4 lanes between N.W. Oakland Ave. and Garden Valley Blvd.
4. Garden Valley Blvd. between Newton Cr. and Stephens St. (US 99): Grading and high-type pavement (AC) on shldrs. (west end) from Newton Creek easterly approx. 0.50 mile.

4. - continued
Delineate traffic lanes and channelization by striping.

5. Miscellaneous: Install "No Parking" signs in areas along Stephens St. (US 99) and Garden Valley Blvd. (within the limits defined above under 3 and 4) where parking will be eliminated.

Unusual or Complicated Situations: Striping to be done by County and/or City as a participating part of the project.

R.R. Cross. Data (Garden Valley Blvd., 0.25 mi. W. of Stephens St.):
Name: Southern Pacific Transportation Co.
No. of Tracks: One.
No. of Trains: 5 per day.
No. of High Speed Trains: None.
Existing Protection: Flashing lights and gongs with crossbucks.
Proposed Protection: Existing protection to remain with short arm gates to be installed per agreement between R.R. and County.
NOTE: Installation of gates, etc., is not a participating part of this project.

System Action: FHWA approved on March 25, 1970 a tentative Type II System for the City of Roseburg.

Airports, Water Developments, Historical and Recreational Areas: None involved.

Public Hearing: None required under provisions of paragraph 6c of PPM 20-8.

State Clearinghouse: Exempt from review and approval per working agreement dated April 28, 1970.

District 6 Clearinghouse (Umpqua Council of Governments) Approval: September 21, 1970.

Relocation Assistance Payments: None involved as no add'l right of way is required.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right of way on this project. A State-City and State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

T

CH

DOUGLAS COUNTY
BOARD OF COMMISSIONERS
STANFORD BUELL RAY E. DOERNER AL FLEGEL
COURTHOUSE . . . ROSEBURG, OREGON 97470 TELEPHONE 503/672-3311

September 21, 1970

Edwards

Oregon State Highway Division
Salem, Oregon

Klabasa

Attention: R. L. Porter, Engineer

Gentlemen:

Re: Federal-Aid TOPICS - Stephens St. at
Garden Valley Blvd., Roseburg,
FAS553, FAS 800 - Douglas County

Your application has been reviewed by the Umpqua Council of Governments at its meeting on September 11, 1970, and unanimously approved.

Very truly yours,

Al Flegel

Al Flegel, Chairman

cc: 9-24-70
R. E. Simpson, FHWA
F. L. Hall
D. H. Moehring
H. S. Cox
C. T. Keasey
J. C. McCormick mc

RECEIVED
COUNTY & CITY SECTION
SEP 24 1970
☐ ENGR. ☑ COOR. ☑ SE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

Young 9-23-70

RECEIVED
SEP 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

NOTED
R. W. ELLISON

RECEIVED
SEP 23 1970
PROGRAM & PLANNING
DIVISION

BEN GIFFORD

Gifford

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMMING

DATE: September 15, 1970

CITY OF ROSEBURG

SECTION: Stephens Street (FAS 553) at
Garden Valley Blvd. (FAS 800)

PROPOSED WORK: Install traffic signals

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction	$39,000	$23,400	$7,800	$7,800	

Preliminary Engineering: FIELD - $1,000 P.S. & E. PREPARATION - $2,400

EXISTING FACILITIES: Stephens Street - North: 2 lanes northbound, 1 lane southbound
South: 2 lanes northbound, 2 lanes southbound, left turn refuge northbound to westbound
Garden Valley: West: 4 lanes
East: 2 lanes

ADJACENT FACILITIES: Same

PROJECT DATA: Install traffic and pedestrian actuated three-phase solid state signal system. Present signalization - three-phase traffic actuated electromechanical signal system. Remove concrete islands on Stephens Street. Remove all present striping. All curb side parking will be prohibited within project area (approx. 0.4 mile on Stephens Street and 1.25 mile on Garden Valley Road). Install mercury vapor, Type III, 400 watt, 240 and 480 volt luminares with underground wiring and steel poles. Channelization will consist of painted left-turn refuges on both streets. Striping to be done by County and City as part of the project. Traffic control signing to be part of project. No curbs or sidewalks involved. Provide minor shoulder paving on Garden Valley Road. Surfacing to be AC.

PROJECT NO. T-5026 ( )

ADDITIONAL RIGHT OF WAY: None required.
SYSTEM ACTION: Tentative FAP Type II System approved by FHWA March 25, 1970
RAILROADS: Crossing 0.25 mile westerly of Stephens Street. Gates to be installed in September, 1970 per agreement between Douglas Co. & S.P.T.C.
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None required
ROUTE DATA: DSU US 402(1)
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 6 CLEARINGHOUSE APPROVAL:
HEARING: None required - Paragraph 6 c, PPM 20-8, within existing right of way.
ACCESS CONTROL: None
PARKING RESTRICTIONS: Complete restriction of parking within project area.

ADT: 1970 - 22,000 1990 - 33,200

RECEIVED
AUG 24 1970
FOR FILING

T-5026(2)
7544

Phone 378-4568

August 21, 1970

Umpqua Regional Council of Governments
Douglas County Courthouse
Roseburg, Oregon 97470

Gentlemen:

Attached for your review and comments as District clearinghouse (re: Executive Memorandum 82-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

Federal-Aid TOPICS

Stephens St. at Garden Valley Blvd.
(Roseburg) Section, FAS553, FAS 800
Douglas County

This project is exempt from State clearinghouse review under the State clearinghouse working agreement.

The estimated date of filing for federal-aid funds on this project is October 1, 1970. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attach.

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
D. H. Moehring
H. S. Cox
E. L. Gifford
R. N. Chase
J. C. McCormick
C. T. Keasey

BLG:aw

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Stephens St. at Garden Valley Blvd.
(Roseburg) Section,
FAS 553, FAS 800, Douglas County
August 21 1970

FROM: Applicant Agency State Highway Division ... Salem (Address)

Contact Person L. H. Young ... 4563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes......... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. Project Location

Administrative District Six (6) City Roseburg

County Douglas Special District(s) (if applicable) --

Other affected jurisdictions/agencies --

3. Federal Program

Common Program Name Federal-Aid TOPICS

Authorizing Legislation Title 23, U.S.C. Highways, Section 135 (Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Bureau of Public Roads Renewal Application.........

---

4. Estimated Project Cost

Federal Share $ 23,400

Loan......... Grant X

Local Applicant Share (City of Roseburg) (if any) $ 7,800

State Agency Share $ 7,800

Other (Specify) $ --

Total $ 39,000

Source of State Agency Share

General Fund $ --

Other Funds (specify) $ --

Indirect Cost Reimbursement

No X Yes .... $ .... (Approx)

Will Federal share change: No X

Yes, from ....% to ....%

When.........

5. **Period Covered by Projects**

Beginning date November 1970
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) Six months

Approximate ending date April 1971

Will renewal be requested? Yes ..... No X

6. **Estimated Application Filing Date** October 1., 1970

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

STEPHENS STREET AT GARDEN VALLEY BLVD. (Roseburg) Section, FAS-553 FAS-800, Douglas County.

This project is to consist of preliminary engineering, traffic control signals, signing, illumination, grading, paving and incidental work to increase capacity and safety of the existing facility.

Proposed Work:

Replace existing 3-phase traffic actuated signal installation with new fully actuated 3-phase solid state signal system at the intersection of Stephens Street and Garden Valley Boulevard.

Provide additional pavement widening on Stephens Street from Oakland Avenue to Garden Valley Boulevard to allow adequate traffic lane transitions.

Remove existing concrete islands and striping on Stephens Street from N. W. Neuner Drive to N. W. Oakland Avenue and channelize with new striping to provide left turn refuges.

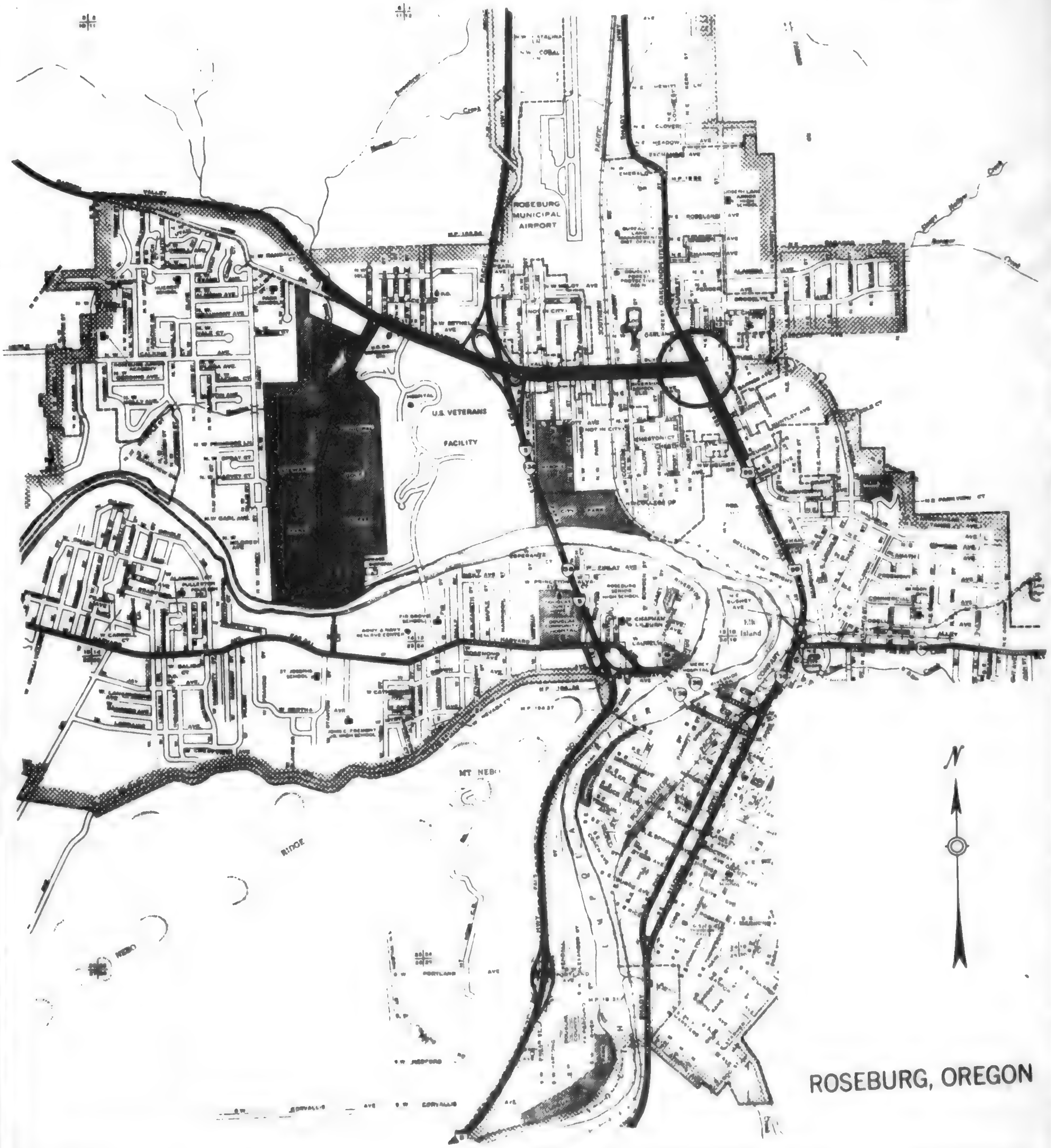
Remove existing striping on Garden Valley Boulevard from Newton Creek to Stephens Street and channelize with new striping to provide left turn refuges. Provide minor shoulder paving.

Provide intersection illumination and traffic control signing including no parking signs in areas where parking will be eliminated.

This project is related to the "Goals for a Livable Oregon" by increasing the capacity and safety of an existing facility.

See attached map for geographical location.

PROPOSED TOPICS PROJECT



ROSEBURG MUNICIPAL AIRPORT
U.S. VETERANS FACILITY
MT NEBO
RIDGE
N

ROSEBURG, OREGON

Form L-30-3M-3-55

T-5026( )

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section Garden Valley Boulevard & Stephens Street (Roseburg) Date August 21, 1970

Highway Oakland-Shady Authorization No.

County Douglas Region 3 Survey Prefix (Assigned by Salem office)

Description of termini, route, length, etc.: The beginning of this project is at the intersection of Oakland Avenue and Stephens Street (M.P. 16.08, Oakland-Shady Highway). The termini is at the intersection of Neuner Drive and Stephens Street (M.P. 16.52, Oakland-Shady Highway). The length of the project is 0.44 miles.

Purpose of survey: To prepare plans and specifications for replacing existing traffic control signal with a 3-phase solid state signal system and install intersection illumination and traffic control signing at the intersection of Garden Valley Boulevard and Stephens Street. Also, to install new channelization and striping on Stephens Street from Oakland Avenue to Neuner Drive and on Garden Valley Boulevard from Newton Creek to Stephens Street. No parking signing to be provided where needed.

Routing

[illegible]	RECEIVED	Trout
Hall		Wills
A. Olson	AUG 24 1970	Hucklebran
Sample		Scott
Tarpin	DESIGN	R. Olson
Swenson	DIVISION	Carstensen

Estimate of cost:

Field Survey	(901)	$1000
Final Design	(905)	600
Traffic	(911)	1500
Specs	(921)	300

Total estimated cost of survey . . . . . . $ 3,400.00

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

INSTRUCTIONS

Sumbit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Request made by:

A. W. Bates
Field Engineer

Recommended for Approval:
Division Engineer

Recommended for Approval:
ASST TRAFFIC Design ~~Construction Engineer~~

Approved:
Ass't State Highway Engineer

PROGRAM & PLAN. DIV.
P. E. APPR.
FED. - AID TOPICS STATE

State Printing 83935

TOPS

August 18, 1970

Mr. A. Keith Martin
City Manager
City Hall
Roseburg, Oregon 97470

RECEIVED
COUNTY & CITY SECTION
AUG 18 1970
☐ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

Dear Keith:

On August 18, 1970, the Oregon State Highway Commission approved the City of Roseburg's request for a TOPICS project at Stephens Street and Garden Valley Boulevard. Attached for your information is a summary of this project.

We will now proceed to file the necessary "Notices of Intent" and will program the preliminary engineering with the Bureau of Public Roads upon proper clearance. Design of the project will proceed once the Bureau grants its approval. In the near future, we will prepare and forward to you an agreement to cover the project particulars.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN B

Richard Bladorn
Urban Program Engineer

RB:let

Att.

bc F. B. Crandall
C. T. Keasey

CITY OF ROSEBURG
PROPOSED TOPICS PROJECT (1970 Funds)

Stephens Street (FAS 553) at Garden Valley Boulevard (FAS 800) (Roseburg) Section. Traffic control signals and channelization, $39,000.

Replace existing 3-phase traffic actuated signal installation with new fully actuated 3-phase solid state signal system at the intersection of Stephens Street and Garden Valley Boulevard.

Provide additional pavement widening on Stephens Street from Oakland Avenue to Garden Valley Boulevard to allow adequate traffic lane transitions.

Remove existing concrete islands and striping on Stephens Street from N.W. Neuner Drive to N.W. Oakland Avenue and channelize with new striping to provide left turn refuges.

Remove existing striping on Garden Valley Boulevard from Newton Creek to Stephens Street and channelize with new striping to provide left turn refuges. Provide minor shoulder paving.

Provide intersection illumination and traffic control signing including no parking signs in areas where parking will be eliminated.

A public hearing will not be required.

70-e
8/10/70

RECEIVED
[illegible]

FOR FILING

I-5022(12)
7544

August 11, 1970

Oregon State Highway Commission

Gentlemen:

There will be presented at the August 18 meeting requests for Federal-aid TOPICS projects from the Cities of LaGrande, Lake Oswego, Medford, Newport, and Roseburg.

The Cities of LaGrande and Newport are requesting that the State develop an Areawide TOPICS Plan for their respective urban areas which will determine TOPICS projects and their priorities. These studies are estimated to cost approximately $4,000 for LaGrande and $3,000 for Newport, of which $800 and $600 respectively is the estimated State's share.

The City of Lake Oswego is requesting the installation of traffic control signals at five intersections, one on Boones Ferry Road, one on Country Club Road, and three on "A" Avenue in the central business district. The TOPICS funds for this project are estimated at $84,000, of which $16,800 will be the cost to the State.

The City of Medford is requesting the installation of one new traffic control signal and the revision of two existing traffic control signals on Riverside Avenue. The new signal will be at Sixth Street and the revised signals will be at Barnett Road and Stewart Street. The TOPICS funds for this project are estimated at $44,000, of which $8,800 will be the cost to the State.

The City of Roseburg is requesting the revision of signalization, concrete island removal, channelization, minor widening, and striping of left-turn refuges on Stephens Street at Garden Valley Boulevard. The TOPICS funds for this project are estimated at $33,000, of which $7,000 will be the cost to the State.

These projects have been investigated and are eligible for funding under the Federal-aid TOPICS program.

I recommend your approval and request authority for the Secretary to sign project agreements for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
V. E. Skoog
F. B. Crandall
H. S. Cox
L. W. Rulien
R. D. Asburry
C. T. Keasey
H. S. Coulter

RB:lat fn

SUMMARY, TOPICS FUNDS
Fiscal Year 1970 Projects

CITY	SECTION	PROGRAMED AMOUNT	STATE COST
La Grande	La Grande Urban Area Areawide TOPICS Plan	$ 4,000	$ 800
Lake Oswego	TOPICS Signalization Traffic control signals	84,000	16,800
Medford	Riverside Avenue Corridor Signalization Traffic control signals	44,000	8,800
Newport	Newport Urban Area Areawide TOPICS Plan	3,000	600
Roseburg	~~Stevens~~ Stephens Street at Garden Valley Boulevard Signals and channelization	39,000	7,800
	TOTAL	$174,000	$34,800

SUMMARY BY FISCAL YEAR	1970	TOTAL
Allocated Funds	$ 2,743,000	$ 2,743,000
Approved Projects (corrected to date)	1,183,700	1,183,700
Unprogramed Balance	1,559,300	1,559,300
Projects proposed 8/18/70	174,000	174,000
Unprogramed Balance	$ 1,385,300	$ 1,385,300

70-e
8/5/70

CITY OF ROSEBURG
PROPOSED TOPICS PROJECT (1970 Funds)

Stephens ~~Stevens~~ Street (FAS 553) at Garden Valley Boulevard (FAS 800) (Roseburg) Section. Traffic control signals and channelization, $39,000.

Replace existing 3-phase traffic actuated signal installation with new fully actuated 3-phase solid state signal system at the intersection of Stephens ~~Stevens~~ Street and Garden Valley Boulevard.

Provide additional pavement widening on Stephens ~~Stevens~~ Street from Oakland Avenue to Garden Valley Boulevard to allow adequate traffic lane transitions.

Remove existing concrete islands and striping on Stephens ~~Stevens~~ Street from N.W. Neuner Drive to N.W. Oakland Avenue and channelize with new striping to provide left turn refuges.

Remove existing striping on Garden Valley Boulevard from Newton Creek to Stephens ~~Stevens~~ Street and channelize with new striping to provide left turn refuges. Provide minor shoulder paving.

Provide intersection illumination and traffic control signing including no parking signs in areas where parking will be eliminated.

A public hearing will not be required.

70-e
8/5/70

TOPS

Department of Public Works **Phone 672-1697**

CITY OF ROSEBURG

Suite 406, Pacific Building
727 S. E. Cass
ROSEBURG, OREGON 97470

July 31, 1970

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: Richard Unrein

Gentlemen:

A TOPICS project request is submitted herewith. The project involves an intersection and arterial streets which we feel is ideally suited for improvement under the TOPICS program. In addition to the standard forms, we are submitting other supporting data. Other data has been and will be submitted under separate cover. The Roseburg City Council has approved in concept the plan submitted to your office July 23, 1970 by OSHD Division 3. We will submit plans and cost estimate for removing existing striping and new striping to be done by City and County crews along Garden Valley Boulevard as soon as possible.

Funds are available in our current budget to provide the local share needed for this project. If you need further data, please contact this office.

Very truly yours,

Duane L Scroggins
Duane L. Scroggins, P.E.
Director of Public Works

DLS/fp

Enclosures:
- TOPICS project request
- Vicinity maps
- Narrative
- Collision Diagram @ Stephens-Garden Valley
- Traffic Count @ Stephens-Garden Valley
- Resolution
- Utility List

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☑ UPE ☑ CE ☐ RE ☑ RPE ☐

Timber Capital of the Nation

TOPICS PROJECT REQUEST

Date July 31, 1970

Name of City Roseburg

Major Street Name Stephens Street and Garden Valley Boulevard

Section Name

Location of Project (Attach sketch map) Length

On Which System? Primary I ______ Primary II ______ or Secondary yes

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? ______ Date PLAN approved: ______; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? yes (If the latter, please attach documentation and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? yes

Explain Stephens Street is a State Highway (Oakland-Shady Highway) and that portion of Garden Valley Boulevard from westerly City limits is County Road 6.

Describe Project Intersection improvement at intersection of Stephens Street and Garden Valley Boulevard, principally revision of traffic signals and providing left turn refuges with elimination of curb parking on about 1 1/4 miles of Garden Valley Boulevard.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Location: Stephens Street - Garden Valley Boulevard intersection.

2. Type: a. Traffic Control ______
   1. Pretimed no
   2. Traffic-actuated yes
      - (a.) Full traffic-actuated ______
      - (b.) Semi-traffic-actuated ______
      - (c.) Volume density-actuated ______
      - (d.) Pedestrian actuated yes

Footnotes: Plans not developed at this time.

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T-1-69

b. Flashing Beacon ______
c. Caution ______
d. Drawbridge ______
e. Lane-direction ______
f. Other ______

3. Number of Phases:
   a. Two ______
   b. Three yes
   c. Multiple ______

4. Is interconnection for coordination necessary? no Remarks: Isolated intersection

If so, by cable or leased telephone line? ______

5. Type of Suspension:
   a. Mast Arm ______
   b. Span Wire yes
   c. Signal Bridge ______

6. Paint Color Desired: ______

7. Present Signalization: Three phase actuated electro-mechanical type controller.

8. Other Remarks: PCC islands north to east left turn prohibited.

II. ILLUMINATION DATA: (Eligible only when included as a priority project in approved TOPICS PLAN)

1. Location: ______

2. Type: a. Mercury Vapor X
   b. Fluorescent ______
   c. High-pressure Sodium ______
   d. Incandescent ______

3. Luminaire Distribution Type and Classification:
   a. I ______
   b. II ______
   c. III X
   d. IV ______
   e. V ______

Footnotes: Plans not developed at this time.

4. Luminaire Wattage:
a. 175 ______
b. 250 ______
c. 400 __X__
d. 700 ______
e. 1000 ______

5. Luminaire Spacing: ______________

6. Maintained Intensity: 1.2 FC

7. Uniformity Ratio: Unknown

8. Proposed Mounting Height:
a. 30 ft. __X__
b. 40 ft. ______
c. 45 ft. ______
d. 50 ft. ______

9. Pole Type:
a. Wood ______
b. Steel __X__
c. Aluminum ______

10. Operating Voltage:
a. 120 ______
b. 240 __X__
c. 480 __X__
d. Series ______

11. Type of Wiring:
a. Overhead ______
b. Underground __X__

12. Present Illumination: Two 400 watt 30' MV luminair on signal strain poles at intersection to be revised - misc. MV units on power company wood pole rented to City.

Footnotes: Plans not developed at this time.

III. CHANNELIZATION OR WIDENING DATA:

1. Location: Painted left turn refuges.

2. Desired Work: Upgrade signal hardware constructed to provide for left turn refuges, improved illumination at intersection, revise channelization.

3. Typical Section:

4. Curbs? no If so, a. Type Desired: (Standard, monolithic, rolled, or special)
   b. Exposure ______ inches
   c. Width between curbs ______ ft.
   d. Desired curb radius ______ ft.

5. Surfacing: A.C. X P.C.C. ______ Oil ______ Other ______

6. Present Typical Section and Surfacing:

7. Traffic Control Signing:
   a. To be part of project? yes
   b. By City? ______ c. By State at City Expense? ______
   (NOTE: These signs must be in place prior to BPR acceptance.)

8. Striping:
   a. To be part of project? yes
   b. By City? ______
   c. By State at City Expense? ______
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind.)
   a. Length ______ ft.
   b. Width ______ ft.
   c. Type ______
   d. Location:

Footnotes: Plans not developed at this time.

IV. STRUCTURE DATA: NONE

1. Location: ______________________________

2. Desired Work: ______________________________

3. Name of Structure: ______________________________

4. Name of Stream, Street or Facility being Spanned: ______________

5. Desired Roadway Width of Structure: ______________ ft.
   (NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? ______ Width? _____ft. Location __________

7. Is a particular type of structure and design desired? ____________
   Explain: ______________________________

8. Can street be closed during construction? ____________________

9. Detour:
   a. Required? ______
   b. By City? ______
   c. By Contractor? ______

10. Approaches or Connections:
    a. By City? ______
    b. By Contractor? ______
    c. Traveled surface: Type __________
       Width __________ ft.
    d. Shoulders: Type __________
       Width __________ ft.

11. Existing Structure:
    a. Remain in Place? ______
    b. Use for Detour? ______
    c. Removed by City? ______
    d. Removed by Contractor? ______
    e. Salvaged by Contractor for City? ________

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes: Plans not developed at this time.

12. Is riprap or rock blanket required? ______
  a. By City? ______
  b. By Contractor? ______

13. Will any of the following utilities be attached to the structure?
  a. Water Mains: ______ Size: ______
     Owner: ______
  b. Sanitary Sewer Mains: ______ Size: ______
     Owner: ______
  c. Storm Sewer: ______ Size: ______
     Owner: ______
  d. Gas Mains: ______ Size: ______
     Owner: ______
  e. Power Lines: ______
     Owner: ______
  f. Telephone Lines: ______
     Owner: ______
  g. Other Utilities: ______

14. Does City wish provisions made for future utility attachment to structure? ______ Explain: ______

15. Does City wish lightpost bases and conduit installed? ______

16. Are there any unusual or complicating conditions? ______
Explain: ______

17. Describe Existing Structure: ______

Footnotes: Plans not developed at this time.

V. RIGHT-OF-WAY AND UTILITIES DATA:

1. What is general width of existing right-of-way? ________ ft.
   a. Maximum: 85'+ ft.
   b. Minimum: 60 ft.

2. Will additional right-of-way be needed? no Explain: ________

3. Shall State prepare right-of-way descriptions? no

4. Is a public hearing necessary? no
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? ________
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? no
   Explain: ________

7. Are there any utilities on private property by easements or other arrangements? no List owner, type, and location: ________

8. Are utilities on existing right-of-way by? Permit ________ or Franchise yes (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? no Name of Owner ________, and dates between which water can be turned off:
   From ________ To ________ Location: ________

10. Are there any railroad crossings? yes Location: Garden Valley Boulevard 0.25 mi. westerly from Stephens Street.

Footnotes: Plans not developed at this time.

a. Name of Railroad Southern Pacific Co.
b. Number of tracks: Mainline 1 Siding ____ Total ____
c. Sight Distance (1.) (Direction) ________ Distance ______ ft.
(2.) (Direction) ________ Distance ______ ft.
d. Number of Trains: (1) Passenger none Speed ________ mph
(2) Freight 5 Speed 25 mph
e. Angle of Intersection: 90°
f. Type of Existing Crossing: (1.) Grade yes
(2.) Overcrossing ________
(3.) Undercrossing ________
g. Existing Protection: (1.) Advance warning signs ________
(2.) Automatic flasher yes
(3.) Automatic bell yes
(4.) Gates ________
(5.) Stop signs ________
(6.) Crossbucks yes
(7.) Other ________
h. Proposed Type Crossing and Protection: See remarks.
No change under this project.
i. Are there to be stopping lanes for buses and trucks? no
j. Will crossing be altered to the extent that will require a P.U.C. hearing? no
(1.) Does City wish State to prepare P.U.C. hearing data? ______
(2.) Will P.U.C. application be made by? State ______
City ______
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: Contracts have been completed between the S.P. Co. and Douglas County to install gates at the crossing. The work is scheduled to begin September 1970.

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ ________
2. Estimated Cost of Requested Project $ ________
3. Date Match Money is Available: ________
4. Will there be any 100% City money? ________
5. Maximum Amount of 100% City Money: $ ________

Footnotes: Plans not developed at this time.

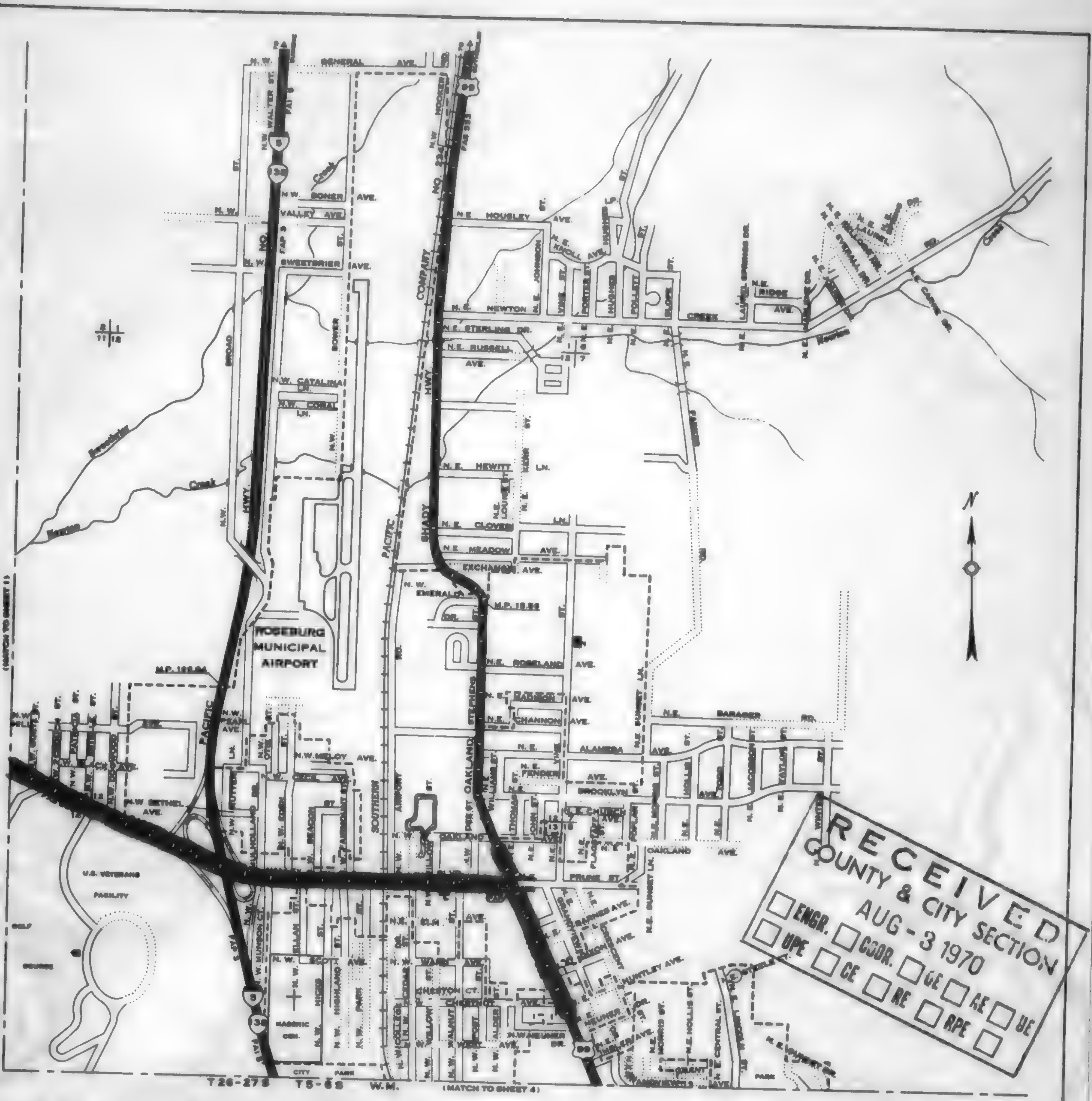
6. Other Remarks: See attached narrative

This application is not complete unless a sketch map showing the location of the project is attached.

The Roseburg City Council on the 13th day of April, 19 70, adopted Resolution No. 70-10 or Ordinance No. ________, as the case may be, requesting this TOPICS project.

By Duane L Scroggin, City Engineer
For A. K. Martin, City Manager

By Richard P Adams
Recorder-Treasurer


N.W. GENERAL AVE.
N.W. WALTER ST.
N.W. BONER AVE.
N.W. VALLEY AVE.
N.W. SWEETBRIER AVE.
N.W. CATALINA LN.
N.W. CORAL LN.
BROAD
N.W. HWY.
Newton Creek
ROSEBURG MUNICIPAL AIRPORT
M.P. 125.94
M.P. 15.96
N.W. MELROSE
NO. 99
SOUTHERN PACIFIC COMPANY
SHADY HWY.
N.E. HOUSLEY AVE.
N.E. NEWTON
N.E. STERLING DR.
N.E. RUSSELL AVE.
N.E. HEWITT LN.
N.E. CLOVER
N.E. MEADOW AVE.
EXCHANGE AVE.
N.W. EMERALD DR.
N.E. ROSELAND AVE.
N.E. CHANNON AVE.
N.E. GARDEN VALLEY RD.
N.E. ALAMEDA AVE.
N.W. BETHEL AVE.
BROOKLYN
OAKLAND AVE.
PRUNE ST.
U.S. VETERANS FACILITY
GOLF COURSE
MASONIC CEM.
N.W. SCOTT AVE.
CHESTNUT
N.W. NEUNER DR.
CITY PARK
PARK
(MATCH TO SHEET 1)
T26-27S T5-6S W.M.
(MATCH TO SHEET 4)
N

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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

▬ TOPICS PROJECT REQUEST

LEGEND

FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN

INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE

POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS

PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

ROSEBURG

DOUGLAS COUNTY OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 15,[illegible]

Scale in Feet

Revised October [illegible]

SHEET ARRANGEMENT

1	2	
3	4	5

SHEET 2 OF 5 SHEETS

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COUNTY & CITY SECTION
AUG - 3 1970
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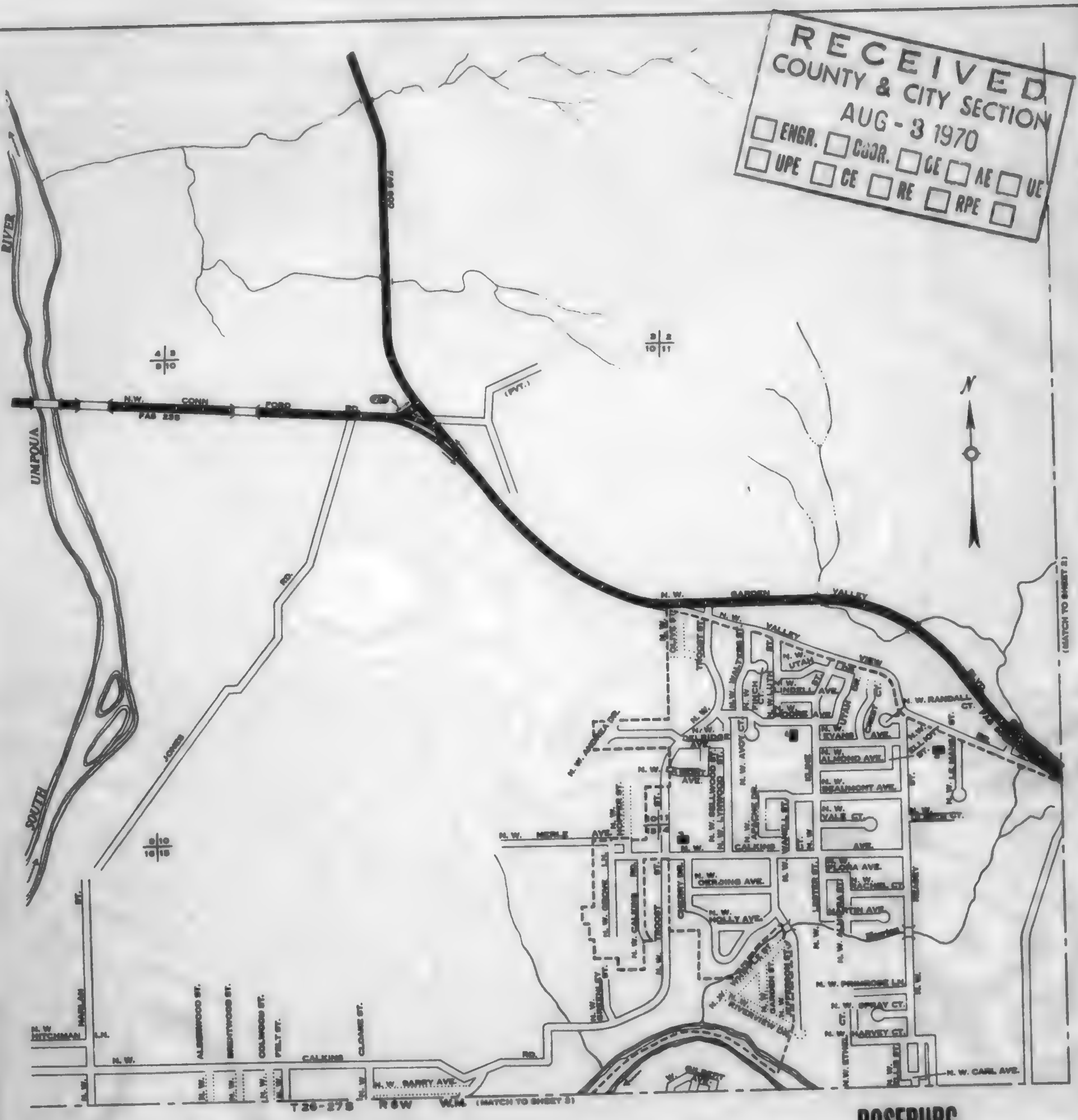
☐ UPE ☐ CE ☐ RE ☐ RPE ☐


SOUTH
UMPQUA
RIVER
N.W. CONN FORD RD.
FAS 238
(PVT.)
4 | 3
9 | 10
3 | 2
10 | 11
9 | 10
16 | 15
JONES RD.
N
N.W. GARDEN VALLEY BLVD.
N.W. VALLEY VIEW
(MATCH TO SHEET 2)
N.W. UTAH
N.W. RANDALL CT.
N.W. EVANS AVE.
N.W. ALMOND AVE.
N.W. BEAUMONT AVE.
N.W. YALE CT.
N.W. MERLE AVE.
N.W. CALKINS
N.W. FLORA AVE.
N.W. RACHEL CT.
N.W. GOLDING AVE.
N.W. HOLLY AVE.
N.W. PRIMROSE LN.
N.W. SPRAY CT.
N.W. HARVEY CT.
N.W. CARL AVE.
RIVERVIEW DR.
N.W. HITCHMAN LN.
HARLAN ST.
N.W. CALKINS RD.
N.W. BARRY AVE.
CLOAKE ST.
FELT ST.
T 26-27S R 6W W.M. (MATCH TO SHEET 3)

▬ TOPICS PROJECT REQUEST

LEGEND

FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
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DOUGLAS COUNTY OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 15,100

Scale in Feet

SHEET ARRANGEMENT
1 2
3 4 5

Revised October 1969

SHEET 1 OF 5 SHEETS

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UPE ☐ CE ☐ RE ☐ RPE ☐

GARDEN VALLEY BOULEVARD - STEPHENS STREET
TOPICS Project Request
for
Intersection and Channelization Improvements
July 31, 1970

Garden Valley Boulevard and Stephens Street are major arterials within the City of Roseburg. It is the considered opinion of the City of Roseburg that the traffic capacity and safety at the intersection of these streets and traffic channelization along the streets within project limits need improvement in view of traffic volumes, accident history, public demands, and cursory comparison with other traffic problems within the City and their pending solutions.

The intersection of these two streets is somewhat isolated and the focus of attention of many local users. North to east traffic movement was recently prohibited to provide some reduction in accidents. The north leg is slightly offset from the south leg. There are concrete islands in and adjacent to the intersection which present a hazard and nuisance. The south leg is the only leg that has a left turn refuge. It is expected that this project will improve traffic signals, remove hazardous concrete islands and otherwise improve traffic movement at the intersection in accordance with conceptual plans submitted to the City by OSHD Division 3 staff July, 1970.

As the City and County have long planned and will eliminate curb parking, provide left turn refuges, sign, and make appurtenant minor improvements along Garden Valley Boulevard within project limits in conjunction with the intersection improvement, revising channelization on Garden Valley Boulevard is included with this project request. The sole purpose is to obtain financial assistance if possible. Plans will be submitted under separate cover. As curb parking is seldom utilized and there seems to be an abnormally high incidence of rear end accidents involving vehicles stopped to make left turns, it is our opinion that eliminating curb parking and providing left turn refuges is necessary, will be very acceptable to the public and be an appropriate TOPICS project.

The City has signed contracts and submitted its share of the costs to the Oregon State Highway Department to prepare an areawide TOPICS plan as a TOPICS project. It is expected that the plan will be completed within six months.

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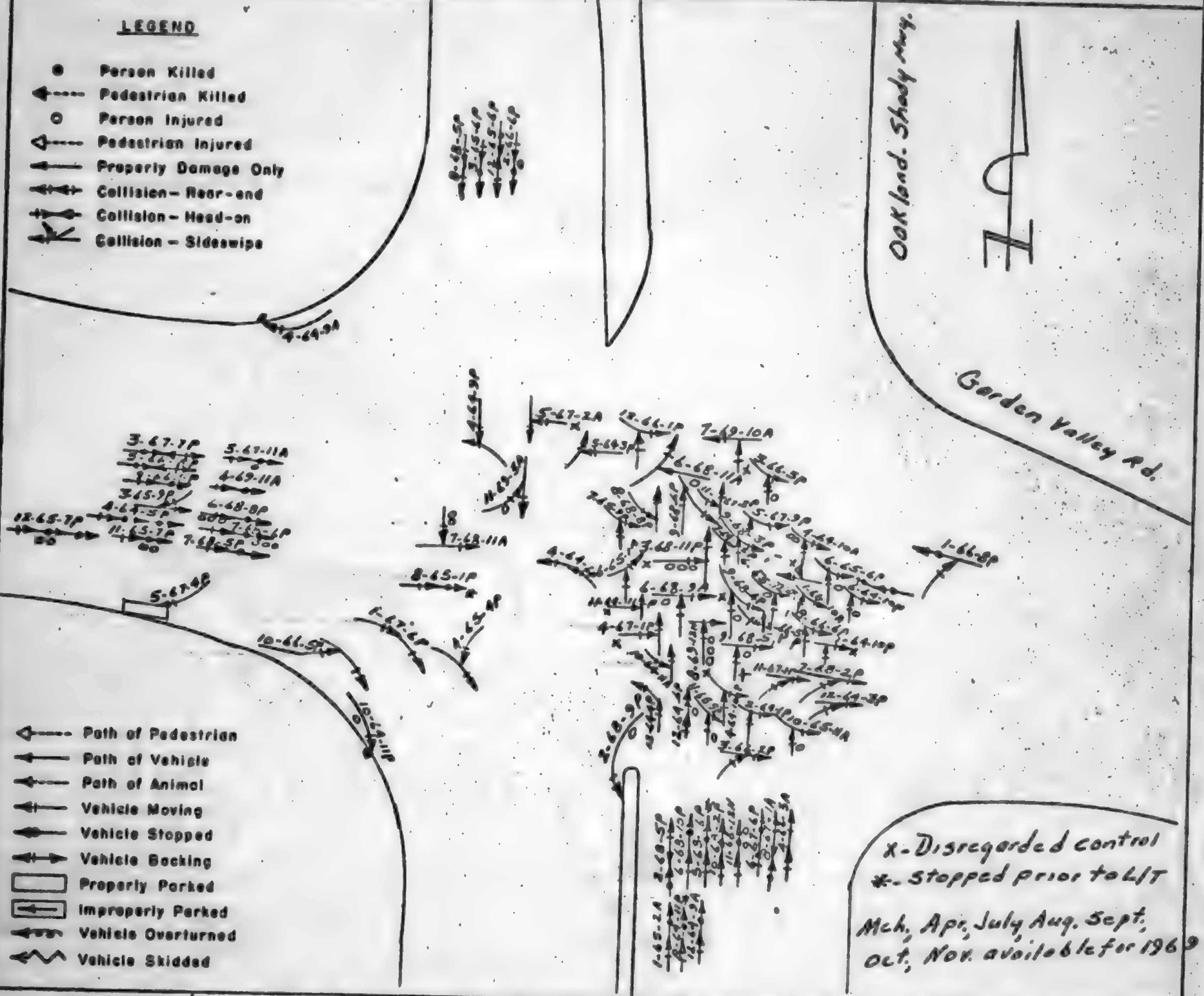
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

18

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of Roseburg County Douglas
Intersection of Oakland-Shady Hwy and Garden Valley Rd.
Highway Number 234 (US99) M.P. 16.19
Period Covered 1-1-64 to 11-30-69
Compiled by VBC Drawn by ________ Date 4-13-70


LEGEND
● Person Killed
◄---- Pedestrian Killed
○ Person Injured
◁---- Pedestrian Injured
◄—— Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe
Oakland-Shady Hwy.
N
Garden Valley Rd.
◁---- Path of Pedestrian
◄—— Path of Vehicle
◄—— Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded

X - Disregarded control
* - Stopped prior to L/T

Mch, Apr, July Aug. Sept, Oct, Nov. available for 1969

Collision Type	1964-1965 Fatal	1964-1965 Non-fatal	1964-1965 Prop. Damage	1964-1965 Total	1966-1967 Fatal	1966-1967 Non-fatal	1966-1967 Prop. Damage	1966-1967 Total	1968 Fatal	1968 Non-fatal	1968 Prop. Damage	1968 Total	7 Mos. 1969 Fatal	7 Mos. 1969 Non-fatal	7 Mos. 1969 Prop. Damage	7 Mos. 1969 Total	Total Fatal	Total Non-fatal	Total Prop Damage	Total Total
Angle			2	2			2	2												
Head-on										4		4		1	1	2		5	5	10
Rear-end		3	8	11		3	3	6		3	5	8								
Sideswipe															2	2		9	18	27
Turning Movement		8	11	19		2	9	11		2	5	7								
Parking														1		1		13	25	38
Non-collision							1	1											1	1
Fixed Object		1	1	2																
Pedestrian										1		1						2	1	3
Backing			1	1			3	3			1	1								
Misc.																			5	5
TOTAL		12	23	35		5	18	23		10	11	21		2	3	5		29	55	84

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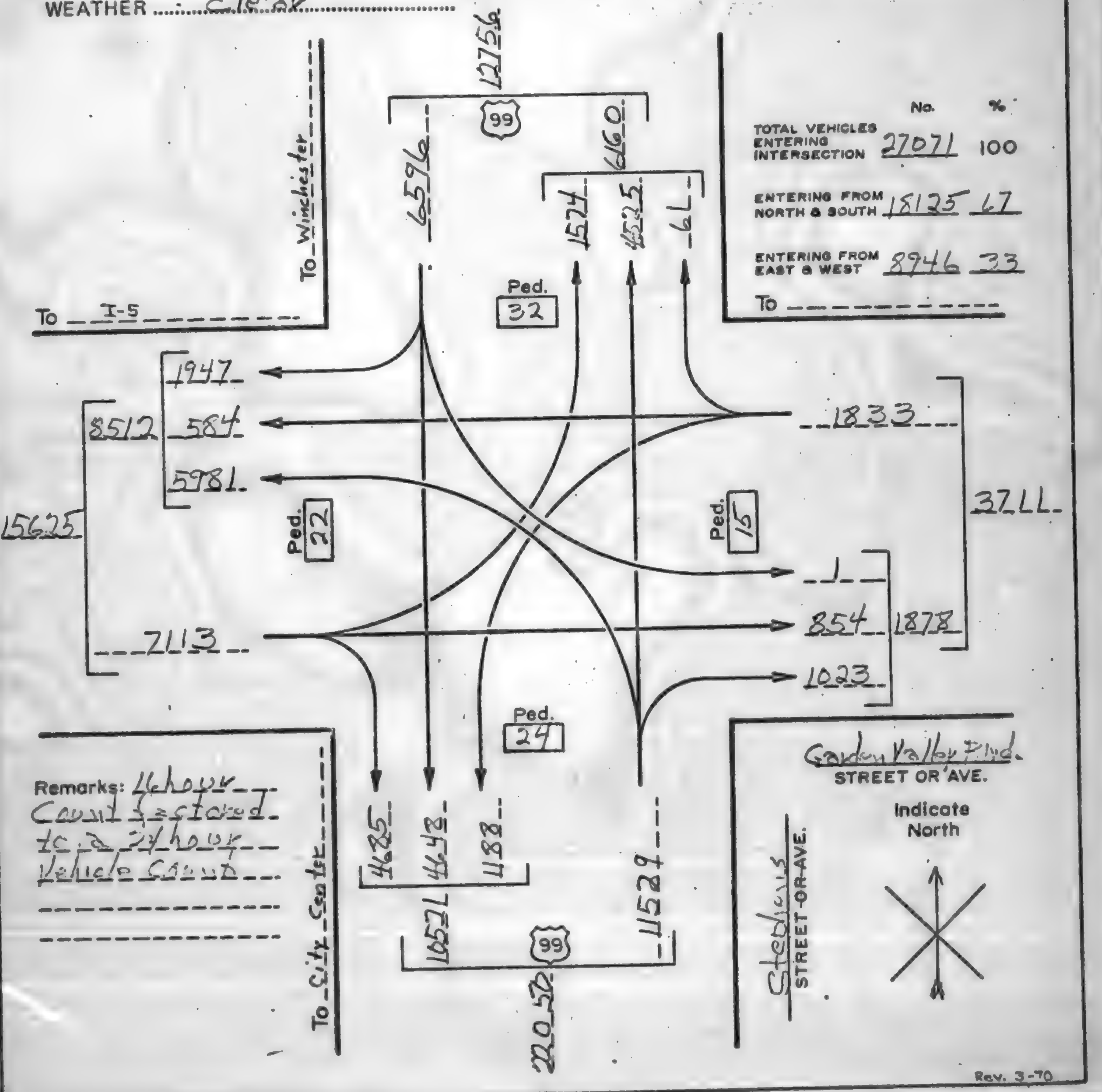
☐ UPE ☐ CE ☐ RE ☐ RPE. ☐

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE July 7, 8 1970
DAY OF WEEK Tuesday Wednesday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM to 10PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM to 10PM
WEATHER clear

CITY OR COUNTY Roseburg
INTERSECTION OF Oakland-Shady Hwy #234 and Garden Valley Rd (FAS800)
MILE POST 16.19
CLASSIFICATION All Vehicles


12756
99
6596
6160
1524
4525
6L
Ped. 32
To Winchester
To I-5
1947
8512
584
5981
15625
Ped. 22
7113
1833
37LL
Ped. 15
1
854
1878
1023
Ped. 24
4685
4648
488
1052L
99
1529
22052
To City Center
Garden Valley Blvd.
STREET OR AVE.
Stephens
STREET OR AVE.
Indicate North

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	27071	100
ENTERING FROM NORTH & SOUTH	18125	67
ENTERING FROM EAST & WEST	8946	33

To

Remarks: 16 hour Count factored to a 24 hour Vehicle Count

Rev. 3-70

RESOLUTION NO. 70-10

A RESOLUTION AUTHORIZING APPLICATION TO THE OREGON STATE HIGHWAY DEPARTMENT FOR ESTABLISHMENT OF A TOPICS PROJECT FOR THE IMPROVEMENT OF THE GARDEN VALLEY BOULEVARD AND STEPHENS STREET INTERSECTION.

WHEREAS the City of Roseburg, Oregon has recognized the need for improvement of the intersection of Garden Valley Boulevard and Stephens Street;

NOW THEREFORE BE IT RESOLVED that application be made to the Oregon State Highway Department for institution of a TOPICS Project utilizing available TOPICS Funds for improvement of said intersection.

BE IT FURTHER RESOLVED that A. K. Martin, City Manager and Richard Adams, City Recorder/Treasurer, are hereby authorized to execute whatever contracts or documents are necessary to institute said project.

ADOPTED BY THE COMMON COUNCIL OF THE CITY OF ROSEBURG AT ITS REGULAR MEETING APRIL 13, 1970.

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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Richard Adams
Richard Adams, City Recorder

CERTIFICATION

STATE OF OREGON)
COUNTY OF DOUGLAS) ss
CITY OF ROSEBURG)

I, Richard Adams, the duly appointed, qualified and acting Recorder of the City of Roseburg, do hereby certify that I have compared the attached with the original of Resolution No. 70-10 and that it is a full and true copy of said Resolution as the same was adopted by the Common Council of said City on April 13, 1970.

Richard Adams
Richard Adams, City Recorder

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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Dick Unrein

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 3

P. O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541 Ext. 241

NOTED
H. S. COX

July 23, 1970

Mr. Keith Martin
City Manager
City Hall
Roseburg, Oregon, 97470

RECEIVED
JUL 24 1970
ENGINEER
COUNTY & CITY DIVISION

Dear Mr. Martin:

As promised by Mr. Clark of this office at a meeting Wednesday, July 1, 1970, held in your office to discuss a possible TOPICS project at the intersection of Stephens Street and Garden Valley Boulevard, we have completed cost estimation for items other than signalization.

The estimated cost for all island removal, patching, striping revision and parking prohibition signing is $8,200. Thus, combined with the signal cost the total cost of the project is $32,200.

Also, as promised, a manual turning movement count was made. This, as you recall, was to determine the warrant for the double left turn movement south to west and the possible elimination of the "force off" curb lane for northbound traffic. As can be seen, nearly 6,000 vehicles made the left turn in question during the 24 hours studied. A maximum of 500 vehicles made this move during the peak hour. In theory, this would cause delay during peak hour traffic unless this phase was given a disproportion of the total time available. The right turn movement south to east is lower than anticipated, 1,023 vehicles.

It is suggested that, if you concur, we proceed as per the preliminary signal plan and if after the signal is in operation and difficulty arises, we can make revisions at that time.

Very truly yours,

for C.T. KEASEY
Division Engineer

GLC:ejb
cc: F. B. Crandall
Dick Unrein
Jack McCormick

NOTED
P. B. Arenander

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
MINOR C. HOLMES

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
RICHARD BLADORN

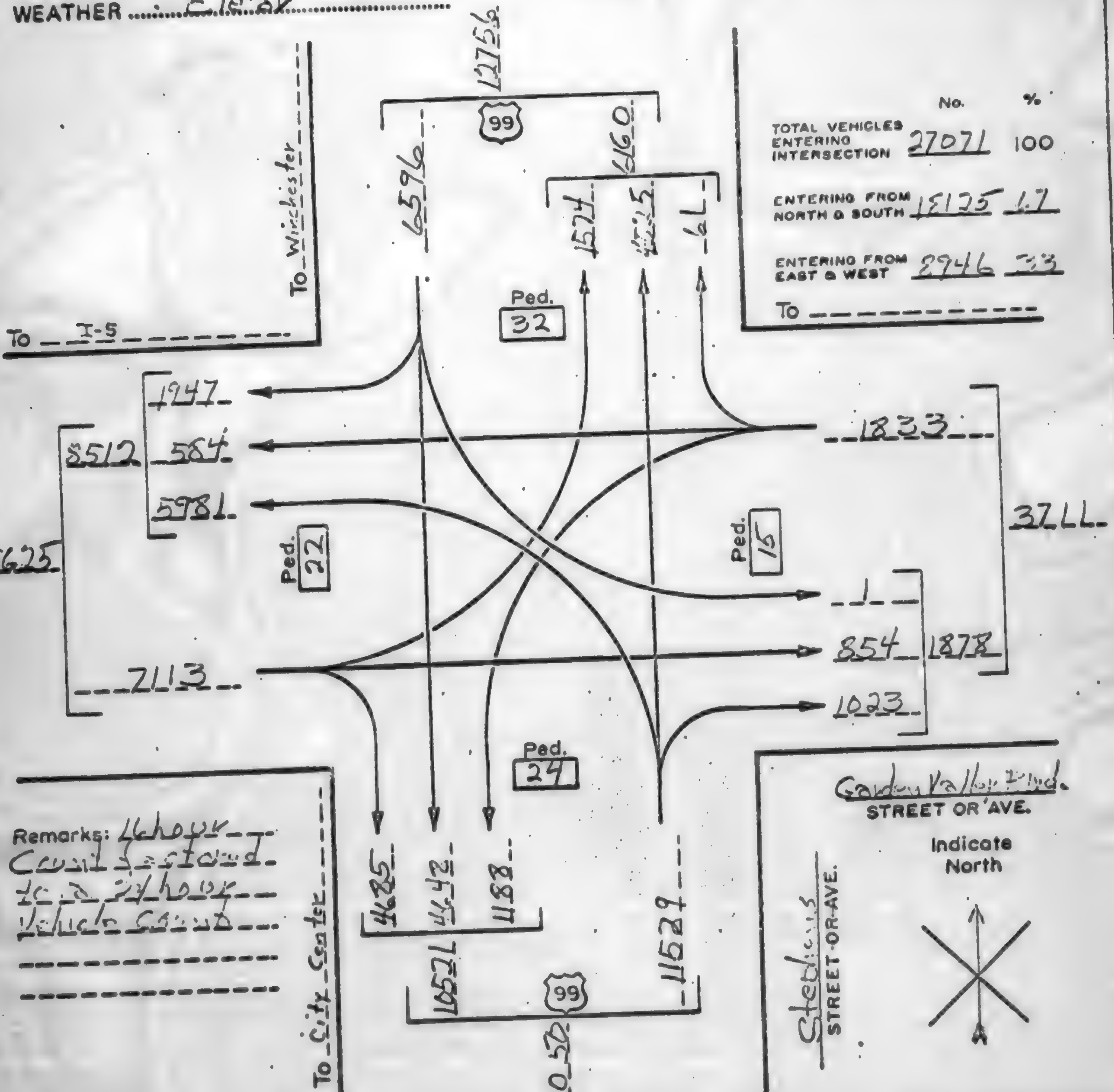
NOTED
DON HARWELL

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE June 3, 1970
DAY OF WEEK Tuesday Wednesday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM to 10PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM to 10PM
WEATHER clear

CITY OR COUNTY Roseburg
INTERSECTION OF Oakland Shady Hwy #234
and Garden Valley Rd (FAS 200)
MILE POST 16.19
CLASSIFICATION All Vehicles


12756
99
6596
6160
1524
4575
61
Ped. 32
To Winchester
To I-5
1947
584
5981
8512
15625
Ped. 22
1833
3766
Ped. 15
1
854
1878
1023
7113
Ped. 24
4685
4442
1188
10521
99
11529
22050
To City Center
Garden Valley Blvd.
STREET OR AVE.
Stephens
STREET OR AVE.
Indicate North

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	27071	100
ENTERING FROM NORTH & SOUTH	18125	67
ENTERING FROM EAST & WEST	8946	33

To

Remarks: 16 hour Count factored to a 24 hour Vehicle Count

Rev. 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date July 7 8, 1970
Day of week Tuesday Wednesday
Hours counted 6 AM to 10 P.M.
Weather clear

Classification

	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
		SUMMARY BY MOVEMENTS																
A. M.	6:00- 7:00		0	33	12	115	[illegible]	6	3	10	6	128	88	467	302	65	165	35
	7:00- 8:00		2	60	20	233	171	13	11	33	15	263	196	1027	645	63	382	37
	8:00- 9:00		3	67	54	283	171	16	40	52	23	282	260	1307	830	64	477	36
	9:00-10:00		5	86	72	266	[illegible]	33	41	47	38	218	267	1277	861	67	416	33
	10:00-11:00		4	97	19	277	247	27	21	73	59	266	251	1507	1031	68	476	32
	11:00-12:00		2	53	51	254	276	38	48	99	84	258	297	1546	1044	68	502	32
P. M.	12:00- 1:00	1	1	134	103	261	347	36	52	121	89	299	425	2004	1357	68	647	32
	1:00- 2:00		7	124	95	269	222	41	78	78	68	268	395	1745	1178	68	567	32
	2:00- 3:00		7	262	[illegible]	254	256	62	78	77	86	292	372	1780	1170	66	610	34
	3:00- 4:00		3	224	[illegible]	317	344	60	55	184	113	604	497	2614	1495	57	1119	43
	4:00- 5:00		4	217	117	[illegible]	[illegible]	56	71	85	77	[illegible]	477	2186	1527	70	659	30
	5:00- 6:00		0	121	97	[illegible]	[illegible]	65	44	75	94	[illegible]	476	1951	1435	74	516	26
	6:00- 7:00		5	71	82	212	[illegible]	25	30	33	24	220	[illegible]	1344	949	71	395	2
	7:00- 8:00		3	72	88	219	[illegible]	15	27	30	39	204	314	1242	863	69	379	3
	8:00- 9:00		2	74	121	[illegible]	250	15	[illegible]	34	50	204	336	1337	914	68	423	3
	9:00-10:00		2	56	111	[illegible]	255	20	25	27	63	192	311	1276	877	69	399	3
	10:00-11:00																	
	11:00-12:00																	
A. M.	12:00- 1:00																	
	1:00- 2:00																	
	2:00- 3:00																	
	3:00- 4:00																	
	4:00- 5:00																	
	5:00- 6:00																	
	24-Hour total	1	31	1941	1574	[illegible]	[illegible]	584	334	1188	1023	[illegible]	5981	27071	[illegible]	67	8746	3
	16-Hour total	1	[illegible]	1775	1431	[illegible]	414	531	776	1280	730	[illegible]	5437	24610	16478	67	8132	3
	__-Hour total																	
	Control																	
	Factor																	

Tab

Ch

Stephens St. is North and South

Garden Valley Blvd. St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

City or County Roseburg
Intersection Oakland Shady Hwy 224
and Garden Valley Rd (FAS 200)
Mile Post 16.17
Classification All Vehicles

Classification

South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES - SUMMARY BY LEGS North	East	West	South	PEDESTRIANS USING CROSSWALKS North		East		West		South	
6	128	88	467	302	65	165	35	148	16	149	154								
15	263	196	1027	645	63	382	37	393	42	334	252			1		1			1
23	282	260	1307	830	64	477	36	350	71	406	480	1		1		1	1		1
38	218	267	1277	861	67	416	33	352	85	331	509	1		1		1	1		1
59	266	251	1507	1031	68	476	32	374	124	352	657	1	2	1		2	1		
84	258	297	1546	1044	68	502	32	367	129	363	677		1	1			1	2	
89	299	425	2004	1357	68	647	32	496	163	484	861	[illegible]	2	2	1	2		2	1
68	268	395	1745	1178	68	567	32	493	126	441	655			1		2			
86	292	372	1780	1170	66	610	34	456	146	464	714	[illegible]				1		2	
113	604	497	2614	1495	57	1119	43	541	247	872	954	[illegible]	1		1		1	1	1
	336	497	2186	1527	70	659	30	565	145	514	962		2	1		1			2
94	225	476	1951	1435	74	516	26	418	140	376	1017	2	2	1		1	2		2
24	220	[illegible]	1344	949	71	395	29	311	63	332	638	3							
39	204	314	1242	863	69	379	31	267	48	331	596			2		2		2	
50	204	336	1337	914	68	423	32	278	54	369	636	2							
63	192	311	1276	877	69	399	31	248	51	348	629				1				
1023	1153	5981	27071	18134	67	8746	33	[illegible]	[illegible]	7113	11529	21	11	12	3	5	7	3	11
730	1259	5437	24610	16478	67	8132	33	7797	1666	6166	10921								

Tabulated by

Checked by

outh

West

E-40

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

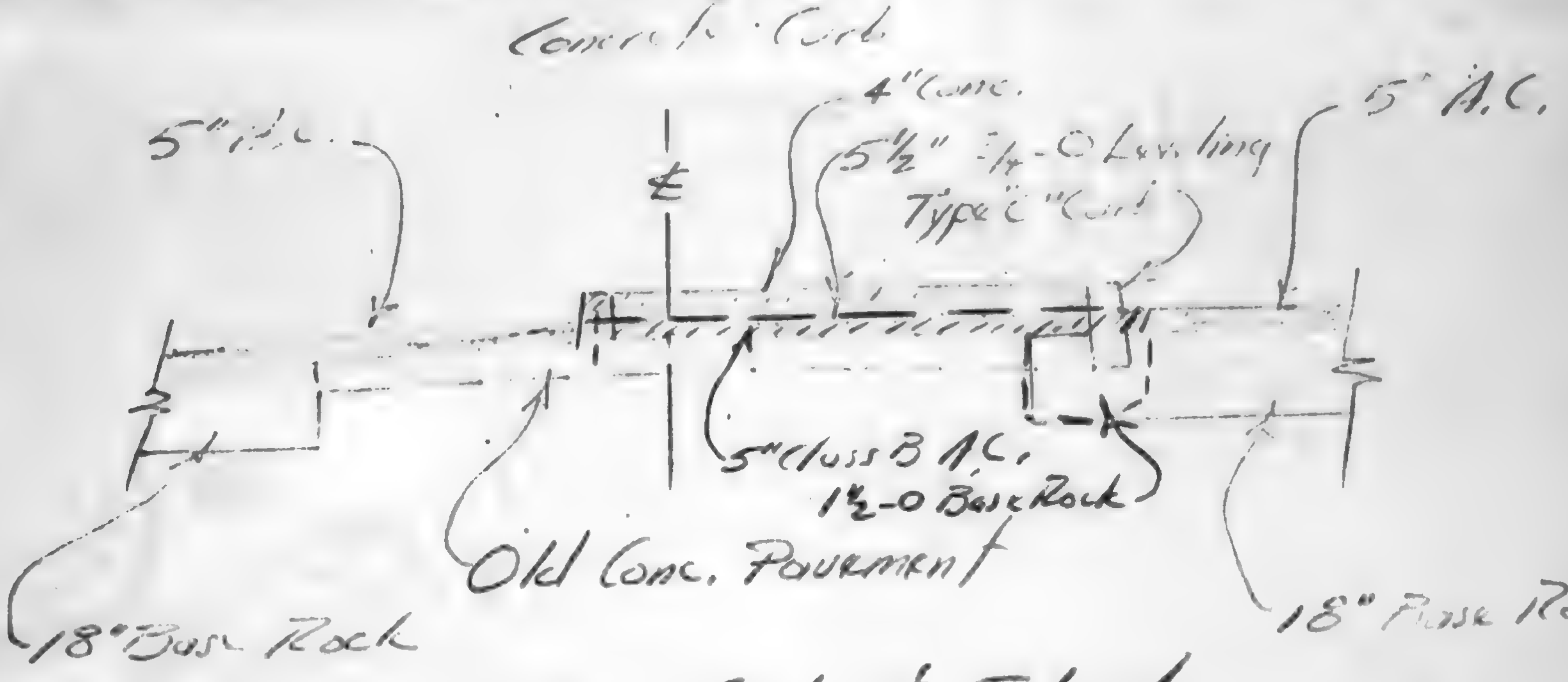
Striping Revision (North Stevens St.)

Oakland-Shady Hwy.

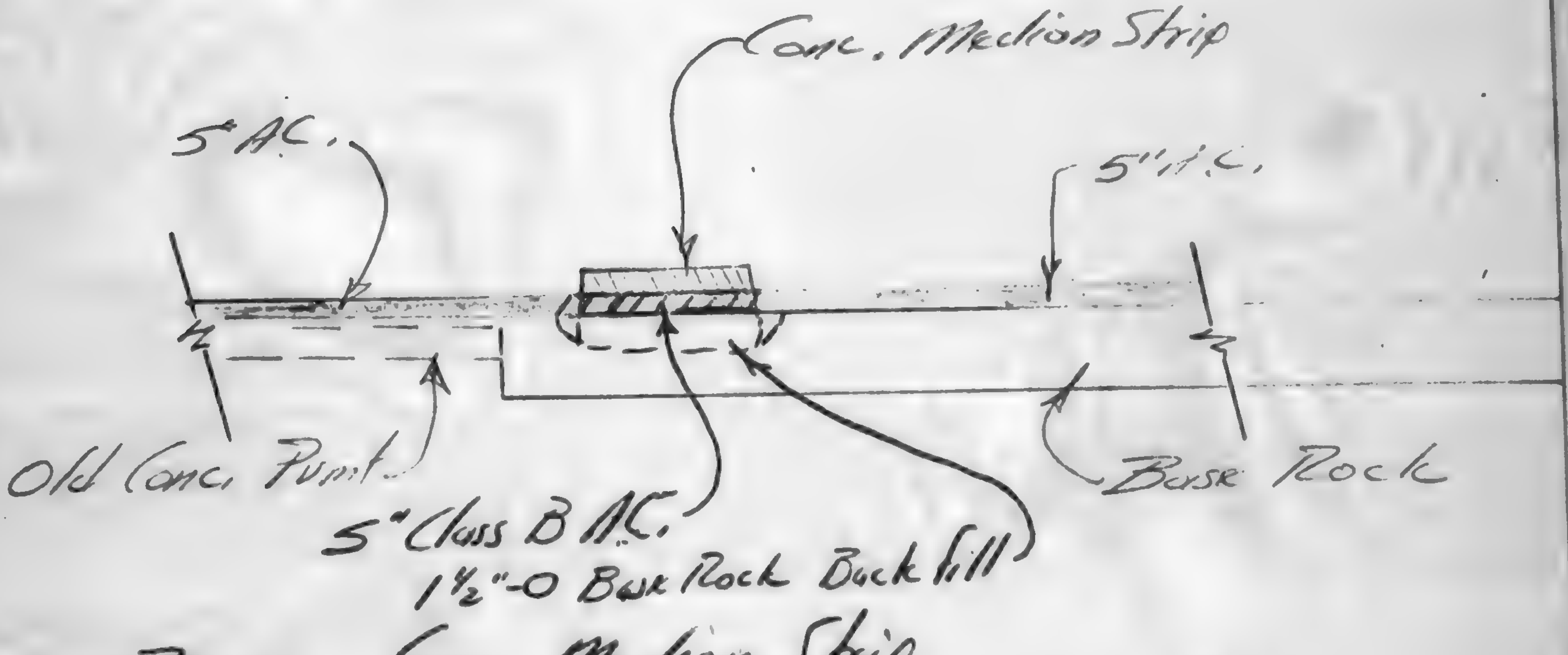
Summary of Quantities & Estimate of Cost

ITEM	Unit	Net	Allowance	Total	Unit Cost	Cost
Construction Signing and Traffic Control	Lump Sum	All	–	All	–	$300
Remove Conc. Curb & Islands	Lump Sum	All	–	All	–	$500
3/4-0 Leveling	Lump Sum	All	–	All	–	$70
1½-0 Backfill	Lump Sum	All	–	All	–	$150
Class B Asphaltic Conc. (5" Thick)	Sq. Yd.	910	90	1000	$3.00	$3,000
) 4" Beaded Skip Line	Mile	0.70	0.07	0.77	$29.00	$22
) 4" Beaded Solid Line	Mile	0.77	0.08	0.85	$51.00	$43
8) Grinding (Remove Exist. Strip)	Hr.	40	4	44	$18.00	$792
9) 6 Man Legend Crew	Hr	16	2	18	$56.00	$1008
0) No Parking Signs	Each	18	2	20	$50.00	$1000
Subtotal						$6,885
Engr & Cont 20%±						$1,315
TOTAL						$8,200

Typical Sections

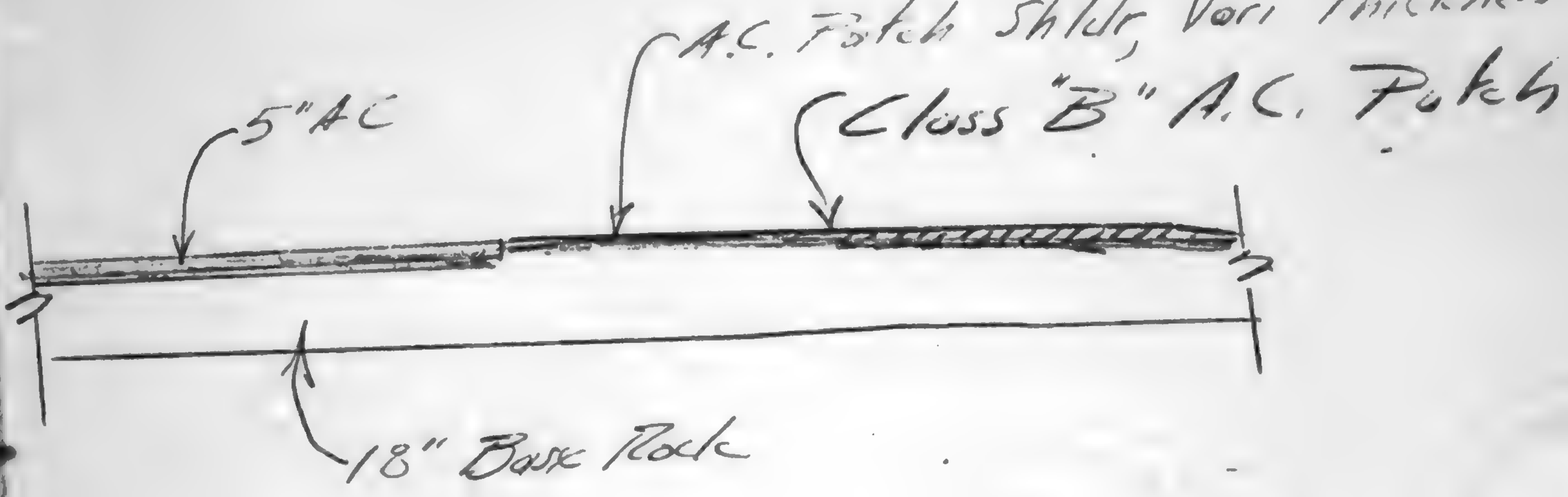

Concrete Curb
5" A.C.
℄
4" Conc.
5½" ¾-0 Leveling
Type "C" Curb
5" A.C.
5" Class B A.C.
1½-0 Base Rock
Old Conc. Pavement
18" Base Rock
18" Base Rock

Remove Conc. Curbs & Island
Backfill excavated area with 1½"-0 Base Rock
Patch with 5" Class "B." Asphaltic Conc.


Conc. Median Strip
5" A.C.
5" A.C.
Old Conc. Pvmt.
Base Rock
5" Class B A.C.
1½"-0 Base Rock Backfill

Remove Conc. Median Strip
Backfill exc. Area with 1½-0 Base Rock
Patch with 5" Class "B" Asphaltic Conc.

TYPICAL SECTION (Cont.)


A.C. Patch Shldr, Vari Thickness
Class "B" A.C. Patch
5" AC
18" Base Rock

Widen Pavement, 13' Max, with Class "B" Asphaltic Concrete Patch. Variable Thickness

Dick Unrein Loss

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

July 2, 1970
Roseburg, Oregon

NOTED
H. S. COX

To: ~~MEMO TO~~ FILE

SUBJECT: TOPICS Project
Oakland-Shady Highway at
Garden Valley Boulevard
Roseburg

For the last several months our Salem Office has been developing a plan to upgrade the subject intersection. This was to include a $30,000.00 multiphase signal, additional right of way ($70,000.00), island removal, widening and channelization. The total cost was nearly $130,000.00 which exceeded the City's available matching funds.

A plan in the Traffic Division File was then suggested as a suitable alternate. On Wedensday, July 1, 1970, a meeting was held to discuss this lower cost plan with city officials. Those attending were Mayor Boatwright, City Manager, Keith Martin, City Engineer, Duane Scroggins, Dick Unrein, Richard Bladorn and the writer.

The cost of the new signal was quoted at $24,000.00 and no estimate was made of the island removal (north) and the widening shown on the plan. The signal phasing was explained and although not shown on the plan, it was assumed that loop detectors would be used instead of the pressure pads.

The City questioned the advisability of the double left turn south to west. I indicated that a manual count would be made to assist in judging this. Some concern over the merging distance north of the intersection was discussed. The City requested that the south concrete island be removed as a part of this project and stated that they were ready to prohibit curb parking from this intersection to Winchester Avenue. They stated they were also prepared to prohibit curb parking on Garden Valley Boulevard from I-5 to Stephens and would provide painted continuous left turn refuges.

They requested a cost estimate by July 27, 1970, for presentation to the City Council.

NOTED
MAINOR C. HOLMES

RECEIVED
JUL 3 - 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
RICHARD BLADORN

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
P. B. [illegible]

NOTED
DON HARWELL

7-6-70 4:30PM Called Frank & told him that ALL P.E. for TOPICS is federal-aid participation. Therefore only after BPR approval can survey be undertaken. Estimate requested by City only needs to be "shot-gun" type by Div. "C".

July 2, 1970

MEMO TO FILE

Page 2 of 2 pages

Mr. Morrison, Division Office Engineer, was asked to initiate a request for authorization for survey and suggested expeditious consideration of its approval due to the City's requested deadline.

A striping plan for Stephens was requested by the City. Such a plan has been developed and a copy will be sent to Mr. Martin.

ORIGINAL SIGNED BY GLEN L. CLARK
DIVISION TRAFFIC ENGINEER
GLEN L. CLARK
Division Traffic Engineer

GLC:ejb
cc: F. B. Crandall
~~Dick Unrein~~
Jack McCormick

OK

May 23, 1970 M.

*Roseburg

kLand – Shady Hwy @ Stephens St.

Item		COST SHARING			
		TOTAL COST	STATE COST	60% FED. COST	CITY COST
Five phase traffic signal, (Includes $1,500 for P.E.)	20-60-20	$ 29,500	$ 5,900	$ 17,700	$ 5,900
Grade, & Pave (Includes $1,500 for P.E)	20-60-20	25,500	5,100	15,300	5,100
R/W (State 87% - City 13%, by area)		$ 71,000	$ 62,000	—	$ 9,000
		$ 126,000	$ 73,000	$ 33,000	$ 20,000

Oakes

Mr. Unrein

FORM E-[illegible] (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon 97470
May 18, 1970

SUBJECT: Garden Valley Road Section
Oakland-Shady Highway
Douglas County

To: Mr. L. W. Riley
District Supervisor
ROSEBURG

NOTED
[illegible]

The R/W estimate as requested by John Oakes for right of way proposed on the accompanying Topics Study Map, station 2487+80 to station 2495+50 on both sides of Stephens Street is $54,000.

This includes land, improvements, signs, and damages. Contingencies are not included.

An additional $5,000 for relocation additive on the Zuck Radiator Shop is estimated.

F. M. North

F. M. North
Liaison Agent

FMN:gl

Attachment 1 map

$ 54,000 + 20% = $ 65,000 R/W
5,000 + 20% = - 6,000 Relocation
$71,000

RECEIVED
MAY 20 1970

= State $ 62,000 & City $ 9,000 Approx.

5-21-70
Send copy of this letter to Unrein.
JRO

RECEIVED
MAY 22 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

TOPS
Roseburg

NOTED
H. S. COX

Bureau of Public Roads
Box 300
Salem OR 97308
May 19, 1970

File

08-35-DB3

RECEIVED
MAY 20 1970
ENGINEER
COUNTY & CITY DIVISION

P. V. Riedl, Area Engineer
Salem, Oregon

TOPICS City of Roseburg
T-5026(-)

A meeting was held at the State Highway Division at 1:30 p.m. on May 13, 1970 concerning the City of Roseburg. This meeting was attended by:

Richard Unrein, County-City, OSHD
Val Johnson, Traffic Engineer, OSHD
Paul V. Riedl, Area Engineer, BPR

The purpose of the meeting was to review the proposal submitted by the City of Roseburg for their TOPICS project.

The City had their tentative Type II System approved as of March 25, 1970. Their proposal for a project improvement is for the connection of the Garden Valley Boulevard and Stephens Street. Their plan is to widen Stephens Street north of the Interchange to accommodate four lanes of traffic and a left-turn bay from Stephens Street to Garden Valley Boulevard going east.

The City of Roseburg will receive approximately $44,000 per year. They have already had $4,000 approved for their study. Preliminary estimates show approximately $27,000 for signal revisions and $50,000 for roadway reconstruction. The cost for right of way may be high and if so a revised plan or another location for improvement may be considered.

The proposed plan looked acceptable and this area is definitely in need of some type of improvement. I would recommend it be considered under the TOPICS program.

PVRiedl:js

NOTED
HAROLD
REYNOLDSON

NOTED
P. B. Arensmeier

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
MAY 12 1970

FOR FILING

T-5026(2)
7544

Salem, Oregon
May 11, 1970

Mr. H. S. Cox
County-City Engineer

Cost Estimate
TOPICS Project
Stephens Street-Garden
Valley Road
Roseburg

Attention Richard Unrein

In response to your letter of April 3, we have estimated the cost of the traffic signal portion of the proposed improvement at the above intersection.

The installation of five-phase traffic signals is estimated to cost $28,000. Preliminary engineering for the signal installation is estimated to cost $1,500 with the total estimated cost being $29,500.

Tom Edwards
Assistant State Highway Engineer

CC Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall

VPJ:mk ja

Form E-38

EGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section Roseburg TOPICS

Date April 24 1970

Highway Roseburg Urban Area Arterial Street System

Authorization No. 1

County Douglas

Survey Prefix 10-0601 (Assigned by Salem office)

Description of termini, route, length, etc.:

Purpose of survey: To conduct an in-depth traffic study of the physical and operative characteristics of the major routes within the Roseburg urban area to develop a plan of TOPICS projects and priorities.

RECEIVED
COUNTY & CITY SECTION
MAY 11 1971
☐ ENGR. ☐ COOR. ☐ [illegible] ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Estimate of cost: Traffic Engineering (911) - $4,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$4,000.00
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Traffic Office Engineer ~~Field Engineer~~

Recommended for Approval:
Traffic Control Engineer ~~Division Engineer~~

Recommended for Approval:
Asst. Traffic Engineer ~~Construction Engineer~~

Approved:
F. B. Klaboe
State Highway Engineer

State Printing

PROGRAM & PLAN. DIV.
P. E. APPR. 6-9-70
FED. - AID ✓ STATE TOPICS

RECEIVED
APR 17 1970
ENGINEER
COUNTY & CITY DIVISION

GARDEN VALLEY BOULEVARD - STEPHENS STREET
TOPICS Project Request
for
Intersection Improvements

Garden Valley Boulevard and Stephens Street are major arterials within the City limits of Roseburg. The intersection of these two streets is somewhat isolated and the focus of attention of those who pass thru. North to east traffic movement was recently prohibited to provide some reduction of the accident occurances at the intersection. The north leg is slightly offset from the south leg. There are concrete islands in and adjacent to the intersection which present a hazard and nuisance. The south leg is the only leg that has a left turn refuge. It is the considered opinion of the City of Roseburg that the traffic capacity and safety of this intersection need significant improvement in view of the volume of traffic, accident history, public demands for improvements, and cursory comparison with other traffic problems in the City and their pending solutions.

Ideally, it is expected that this project will reconstruct added lanes on the north leg of the intersection and otherwise improve traffic signals and channelization within the limits of Stephens Street from Oakland Avenue to Chestnut Street and Garden Valley Boulevard from Walnut Street to as far east as necessary to properly handle traffic in a manner similar to Oregon State Highway Department preliminary plans submitted to the City last year. The City is prepared to eliminate parking, channelize Garden Valley Boulevard between Interstate 5 and Stephens Street and otherwise alleviate the adverse accident and capacity problems at the intersection.

The City has signed contracts and submitted its share of the costs to the Oregon State Highway Department to prepare an areawide TOPICS Plan as a TOPICS project. It is expected that the plan will be completed within seven months.

RECEIVED
APR 17 1970
ENGINEER
COUNTY & CITY DIVISION

TOPICS PROJECT REQUEST

Date April 3, 1970

Name of City Roseburg
Major Street Name Stephens Street and Garden Valley Boulevard
Section Name

Location of Project (Attach sketch map) Length
On Which System? Primary I -- Primary II -- or Secondary yes

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? ______ Date PLAN approved: ______; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? yes (If the latter, please attach documentation and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? yes
Explain Stephens Street is a State highway.

Describe Project Intersection improvement including added traffic lanes and channelization, revision of traffic channelization and signalization.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Location: Stephens St. & Garden Valley Blvd.

2. Type: a. Traffic Control ✓
   1. Pretimed No
   2. Traffic-actuated yes
      (a.) Full traffic-actuated yes
      (b.) Semi-traffic-actuated ______
      (c.) Volume density-actuated ______
      (d.) Pedestrian actuated yes

Footnotes: Plans not developed at this time.

T-1-69

b. Flashing Beacon ______
c. Caution ______
d. Drawbridge ______
e. Lane-direction ______
f. Other ______

3. Number of Phases:
a. Two ______
b. Three ______
c. Multiple yes

4. Is interconnection for coordination necessary? no Remarks:
Isolated intersection

If so, by cable or leased telephone line? ______

5. Type of Suspension:
a. Mast Arm ______
b. Span Wire X
c. Signal Bridge ______

6. Paint Color Desired: ______

7. Present Signalization: 3 phase actuated electro-mech. type controler.

8. Other Remarks: P.C.C. Islands - North to east left turn prohibited.

II. ILLUMINATION DATA: (Eligible only when included as a priority project in approved TOPICS PLAN)

1. Location: ______

2. Type:
a. Mercury Vapor X
b. Fluorescent ______
c. High-pressure Sodium ______
d. Incandescent ______

3. Luminaire Distribution Type and Classification:
a. I ______
b. II ______
c. III X
d. IV ______
e. V ______

Footnotes: Plans not developed at this time.

4. Luminaire Wattage:
   a. 175 ______
   b. 250 ______
   c. 400 __X__
   d. 700 ______ (?) those on
   e. 1000 ______ (?) wood poles

5. Luminaire Spacing: ______________

6. Maintained Intensity: 1.2 FC

7. Uniformity Ratio: Unknown

8. Proposed Mounting Height:
   a. 30 ft. __X__
   b. 40 ft. ______
   c. 45 ft. ______
   d. 50 ft. ______

9. Pole Type:
   a. Wood ______
   b. Steel __X__
   c. Aluminum ______

10. Operating Voltage:
   a. 120 ______
   b. 240 __X__
   c. 480 __X__
   d. Series ______

11. Type of Wiring:
   a. Overhead ______
   b. Underground __X__

12. Present Illumination: Two 400 watt 30' MH MV luminair on signal strain poles and misc. MV units on Power Co. wood poles.

Footnotes: - Plans not developed at this time.

III. CHANNELIZATION OR WIDENING DATA:

1. Location: Painted left turn refuge with possible small channelizing islands.

2. Desired Work: Upgraded signal hardware constructed to provide for left turn refuges improved illumination, improved lane width.

3. Typical Section: ______

4. Curbs? yes If so,
    a. Type Desired: (Standard, monolithic, rolled, or special) ______
    b. Exposure ______ inches
    c. Width between curbs ______ ft.
    d. Desired curb radius ______ ft.

5. Surfacing: A.C. X P.C.C. ______ Oil ______ Other ______

6. Present Typical Section and Surfacing: ______

7. Traffic Control Signing:
    a. To be part of project? yes
    b. By City? ______ c. By State at City Expense? ______
    (NOTE: These signs must be in place prior to BPR acceptance.)

8. Striping:
    a. To be part of project? yes
    b. By City? ______
    c. By State at City Expense? ______
    (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind.)
    a. Length ______ ft.
    b. Width ______ ft.
    c. Type ______
    d. Location: Replace existing in kind.

Footnotes: Plans not developed at this time.

IV. STRUCTURE DATA: None

1. Location: ______________________________

2. Desired Work: ______________________________

3. Name of Structure: ______________________________

4. Name of Stream, Street or Facility being Spanned: ______________

5. Desired Roadway Width of Structure: ____________ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? ______ Width? _____ft. Location ________

7. Is a particular type of structure and design desired? __________
Explain: ______________________________

8. Can street be closed during construction? ______________

9. Detour:
- a. Required? ______
- b. By City? ______
- c. By Contractor? ______

10. Approaches or Connections:
- a. By City? ______
- b. By Contractor? ______
- c. Traveled surface: Type __________ Width __________ ft.
- d. Shoulders: Type __________ Width __________ ft.

11. Existing Structure:
- a. Remain in Place? ______
- b. Use for Detour? ______
- c. Removed by City? ______
- d. Removed by Contractor? ______
- e. Salvaged by Contractor for City? ________

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? ______________
   a. By City? ______
   b. By Contractor? ______

13. Will any of the following utilities be attached to the structure?
   a. Water Mains: ______ Size: ______
      Owner: ______________
   b. Sanitary Sewer Mains: ______ Size: ______
      Owner: ______________
   c. Storm Sewer: ______ Size: ______
      Owner: ______________
   d. Gas Mains: ______ Size: ______
      Owner: ______________
   e. Power Lines: ______
      Owner: ______________
   f. Telephone Lines: ______
      Owner: ______________
   g. Other Utilities: ______________
      ____

14. Does City wish provisions made for future utility attachment to structure? ______ Explain: ______________
____

15. Does City wish lightpost bases and conduit installed? ______________

16. Are there any unusual or complicating conditions? ______________
Explain: ______________
____

17. Describe Existing Structure: ______________
____
____
____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA:

1. What is general width of existing right-of-way? ________________ ft.
   a. Maximum: 85 + ft.
   b. Minimum: 60 ft.

2. Will additional right-of-way be needed? yes Explain: Right-of-way needed to provide curb radius and possible added lanes on north leg.

3. Shall State prepare right-of-way descriptions? yes

4. Is a public hearing necessary? yes
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? possibly
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? no
   Explain: ________________

7. Are there any utilities on private property by easements or other arrangements? unknown List owner, type, and location: ________________

8. Are utilities on existing right-of-way by? Permit ________________ or Franchise yes (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? no Name of Owner ________________, and dates between which water can be turned off:
   From ________________ To ________________ Location: ________________

10. Are there any railroad crossings? no Location: ________________

Footnotes: Plans not developed at this time.

a. Name of Railroad ______________________________

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) ________ Distance _____ft.
(2.) (Direction) ________ Distance _____ft.

d. Number of Trains: (1) Passenger ________ Speed ________mph
(2) Freight ________ Speed ________mph

e. Angle of Intersection: ______________________

f. Type of Existing Crossing: (1.) Grade ____________
(2.) Overcrossing ________
(3.) Undercrossing ________

g. Existing Protection: (1.) Advance warning signs ________
(2.) Automatic flasher ________
(3.) Automatic bell ________
(4.) Gates ____________
(5.) Stop signs ____________
(6.) Crossbucks ____________
(7.) Other ____________

h. Proposed Type Crossing and Protection: ____________
____
____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? ______
(1.) Does City wish State to prepare P.U.C. hearing data? ______
(2.) Will P.U.C. application be made by? State ______
City ______
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: ______________________________
____
____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ __________

2. Estimated Cost of Requested Project $ __________

3. Date Match Money is Available: __________________

4. Will there be any 100% City money? __________

5. Maximum Amount of 100% City Money: $ __________

Footnotes: Plans not developed at this time.

6. Other Remarks: See attached narrative

This application is not complete unless a sketch map showing the location of the project is attached.

The Roseburg City Council on the 13th day of April, 19 70, adopted Resolution No. 70-10 or Ordinance No. ____________, as the case may be, requesting this TOPICS project.

By AK Martin
A. K. Martin, City Manager

By Richard P. Adams
Richard Adams, Recorder/Treasurer

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APR 17 1970
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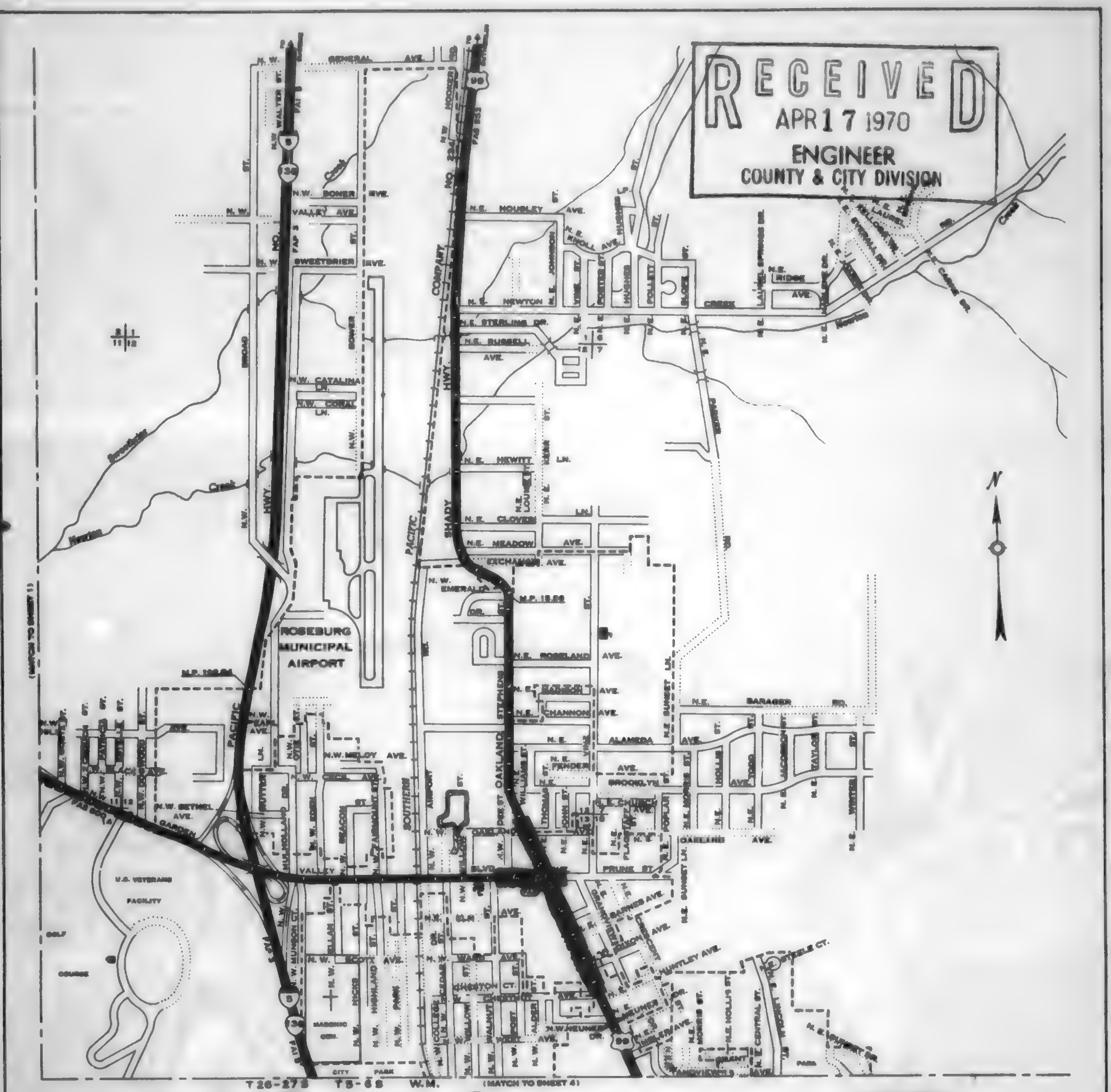
COUNTY & CITY DIVISION


N.W. GENERAL AVE.
N.W. BONER AVE.
N.W. VALLEY AVE.
N.W. SWEETBRIER AVE.
N.E. HOUSLEY AVE.
N.E. NEWTON CREEK
N.E. STERLING DR.
N.E. RUSSELL AVE.
N.W. CATALINA DR.
N.W. CORAL LN.
N.E. HEWITT LN.
N.E. CLOVER LN.
N.E. MEADOW AVE.
EXCHANGE AVE.
N.W. EMERALD DR.
M.P. 15.58
ROSEBURG MUNICIPAL AIRPORT
M.P. 120.84
N.E. ROSELAND AVE.
N.E. CHANNON AVE.
N.E. BARAGER RD.
N.E. ALAMEDA AVE.
N.E. FENDER AVE.
N.W. MELOY AVE.
N.W. BETHEL
GARDEN
OAKLAND AVE.
STEPHENS
PACIFIC HWY.
SHADY
SOUTHERN PACIFIC
COMPANY
N.W. SCOTT AVE.
N.W. HIGHLAND
CHESTON
CHESTNUT
N.W. HEUNER
U.S. VETERANS FACILITY
GOLF COURSE
MASONIC CEM.
CITY PARK
HUNTLEY AVE.
Newton Creek
Creek
(MATCH TO SHEET 1)
5
99
138
N

T26-27S T5-6S W.M. (MATCH TO SHEET 4)

— Topics Project Request

LEGEND

FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN

INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE

POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS

PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

ROSEBURG

DOUGLAS COUNTY OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 15,100

Scale in Feet

Revised October 1969

SHEET ARRANGEMENT
1 2
3 4 5

SHEET 2 OF 5 SHEETS

LIST OF UTILITIES
GARDEN VALLEY BOULEVARD - STEPHENS STREET
TOPICS Project Request
for
Intersection Improvements

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COUNTY & CITY DIVISION

	NAME	TYPE
1.	Oregon Water Corporation	Water
2.	California-Pacific Utilities	Natural Gas
3.	North Roseburg Sanitary District	Sanitary Sewers
4.	Pacific Power & Light	Electricity
5.	Pacific Northwest Bell	Telephones
6.	Cable TV	TV Cable

RECEIVED
APR 17 1970
ENGINEER
COUNTY & CITY DIVISION

4-13-70

CERTIFICATION

STATE OF OREGON)
)
COUNTY OF DOUGLAS) ss
)
CITY OF ROSEBURG)

I, Richard Adams, the duly appointed, qualified and acting Recorder of the City of Roseburg, do hereby certify that I have compared the attached with the original of Resolution No. 70-10 and that it is a full and true copy of said Resolution as the same was adopted by the Common Council of said City on April 13, 19 70.

Richard Adams
Richard Adams, City Recorder

RESOLUTION NO. 70-10

A RESOLUTION AUTHORIZING APPLICATION TO THE OREGON STATE HIGHWAY DEPARTMENT FOR ESTABLISHMENT OF A TOPICS PROJECT FOR THE IMPROVEMENT OF THE GARDEN VALLEY BOULEVARD AND STEPHENS STREET INTERSECTION.

WHEREAS the City of Roseburg, Oregon has recognized the need for improvement of the intersection of Garden Valley Boulevard and Stephens Street;

NOW THEREFORE BE IT RESOLVED that application be made to the Oregon State Highway Department for institution of a TOPICS Project utilizing available TOPICS Funds for improvement of said intersection.

BE IT FURTHER RESOLVED that A. K. Martin, City Manager and Richard Adams, City Recorder/Treasurer, are hereby authorized to execute whatever contracts or documents are necessary to institute said project.

ADOPTED BY THE COMMON COUNCIL OF THE CITY OF ROSEBURG AT ITS REGULAR MEETING APRIL 13, 1970.

Richard Adams

Richard Adams, City Recorder

Form 8-1??

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

GC
Roseburg

NOTED
R. H. PRANGE

Roseburg, Oregon
April 25, 1966

NOTED
RICHARD UNREIN

Craig McMicken
City Manager
City of Roseburg

Dear Mr. McMicken:

Re: Proposed Intersection Revision - Garden Valley Road and North Stephens Street.

The Estimated Cost for the additional Right of Way to accommodate a five foot sidewalk in the NW quadrant of this intersection is $10,000.

The Estimate of Cost for the construction of the five foot sidewalk in the NW quadrant is $975.00.

The additional Right of Way costs and the sidewalk construction costs would be a City responsibility.

If you wish to proceed with the sidewalk installation, please inform this office so we may proceed with the acquisition of the required property.

Carl M. Williams

Carl M. Williams
ASSISTANT DIVISION ENGINEER

CMW:cc

cc: E. S. Hunter
H. S. Cox
L. W. Riley

RECEIVED
APR 26 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD REYNOLDSON

NOTED
DON HARWELL

F. D. Morgan

RECEIVED
APR 15 1966
ENGINEER
COUNTY & CITY DIVISION

FORM 2-56 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 14, 1966

SUBJECT: Proposed Intersection Revision
Oakland-Shady Hwy. No. 234
at Garden Valley Road
Roseburg

NOTED
R. H. PRANGE

To: L. R. Chandler
Division Engineer

OFFICE

NOTED
P. B. Arensmeier

NOTED
H. S. COX

As instructed by a note on a letter dated March 8, 1966 from Mr. Carl Williams, Assistant Division Engineer, to Mr. Hunter, Maintenance Engineer, I contacted Mr. Craig McMicken, City Manager of Roseburg, on Wednesday, March 16, 1966.

The purpose of this meeting was to apprise Mr. McMicken of the cost of the two proposed signal revision plans for this intersection. One costing $8,100 and the other, a more sophisticated system, costing $18,000. Mr. McMicken was convinced that the more expensive installation would in the end be the most economical and efficient installation. He indicated that the City's budget had just been approved and the City's share of $9,000 would have to be usurped from some committed fund or possibly Douglas County would be requested to assist financially in this matter. He pointed out the desirability of acquiring additional Right of Way for sidewalk purposes in the northwest quadrant. I indicated that I would bring his suggestion to the attention of Division Engineer.

Mr. Frank Morrison was instructed by Mr. Williams to add an alternate Right of Way proposal on the plan which would provide for sidewalk construction. No decision was to be forthcoming as to who would pay the additional costs and our Right of Way section was not requested to make an additional appraisal. I would anticipate the final decision to be reached by our Salem Office.

Attached is a letter dated April 12, 1966 from Mr. Craig McMicken indicating that he had received a tentative committment from the Douglas County Commissioners to assist the City in their portion of the signal installation costs. Although not stated, it is understood to mean $9,000. This letter also indicates that the City wishes further discussion regarding additional Right of Way for sidewalk purposes in the northwest quadrant.

Mr. McMicken indicated that when the standard agreement is drawn up by our Salem office with plans and specifications for the traffic signal

Routing

1 Morgan M
Decker
Bond
2 Barbee
Walker
Glenn
Swan

Pease E
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
APR 15 1966
CONSTRUCTION
DIVISION

4/15/66
Copy to
Const
per Mr Morgan
jo

NOTED
CC: L.E. George -
take action

NOTED

APPROVED.
John [illegible]
Asst.
DIVISION ENGINEER

NOTED
[illegible]

installation, that it should be a three-way agreement between Douglas County, the City of Roseburg and the State. The City would be included to accept the maintenance and power consumption, the County would be included to supply the matching funds. Mr. McMicken indicated that the County was not planning to transfer funds to the City, but directly to the State, making a three-party agreement necessary.

Glen L. Clark
Glen L. Clark
DIVISION TRAFFIC ENGINEER

GLC:cc

attach.

cc: F. B. Crandall
E. S. Hunter
F. D. Morgan
J. L. Gunter

Office of City Manager

Phone 673-4457

CITY OF ROSEBURG
744 S. E. Rose Street
ROSEBURG, OREGON 97470

April 12, 1966

Mr. Glen Clark, Division Traffic Engineer
State Highway Department
1523 S. E. Cobb
Roseburg, Oregon

Dear Mr. Clark:

I am returning the lined diagram regarding the Stephens-Garden Valley Blvd. intersection where the State Highway Department proposes a new signal and channelization.

Subject to confirmation, Douglas County has tentatively agreed to pay the local share of the traffic signal cost. However, this must await budget approval.

In the meantime we desire to explore the possibility of additional rights of way on the northwest corner where the diagram shows only 4' from curb to property line. It is our contention that this is a major commercial area which must accommodate the pedestrian as well as the automobile. Additional rights of way may not easily be obtained; yet, will the intersection as presently designed fill the needs for the next ten - twenty years?

We would like to work with you further concerning the pedestrian access in this location.

Very truly yours,

Craig McMicken

Craig McMicken
City Manager

Timber Capital of the Nation

NOTED
DON HARWELL

cc: L.E. George

MAR [illegible] 1966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 8, 1966

SUBJECT: Proposed Intersection Revision
MP 16.19
Oakland-Shady Hwy. No. 234 at
Garden Valley Road
Roseburg

To: E. S. Hunter
Maintenance Engineer
Salem, Oregon

110-62

On November 3, 1965, Mr. L. E. George, at Mr. Edwards' request, instructed Division to proceed with a left turn refuge for the north to east movement at this intersection.

The estimate of costs is as follows:

Right of Way	$7500
Road Construction	$6500

The estimate of cost for the signal revision is $8100 using existing equipment, or $18,000 modernizing the signal installation.

We are preparing a map for R/W acquisition and will proceed to implement the plan as soon as R/W is acquired.

This intersection, by Oregon Supreme Court decision, is once more in the City of Roseburg. With your approval of the overall project, we shall approach the city for their share of the signal revision.

Carl M. Williams
Carl M. Williams
Assistant Division Engineer

CMW:sb

cc: F. B. Crandall

cc: L.E. George

Williams 3-10-66
approved — approach City
[illegible]
EDH

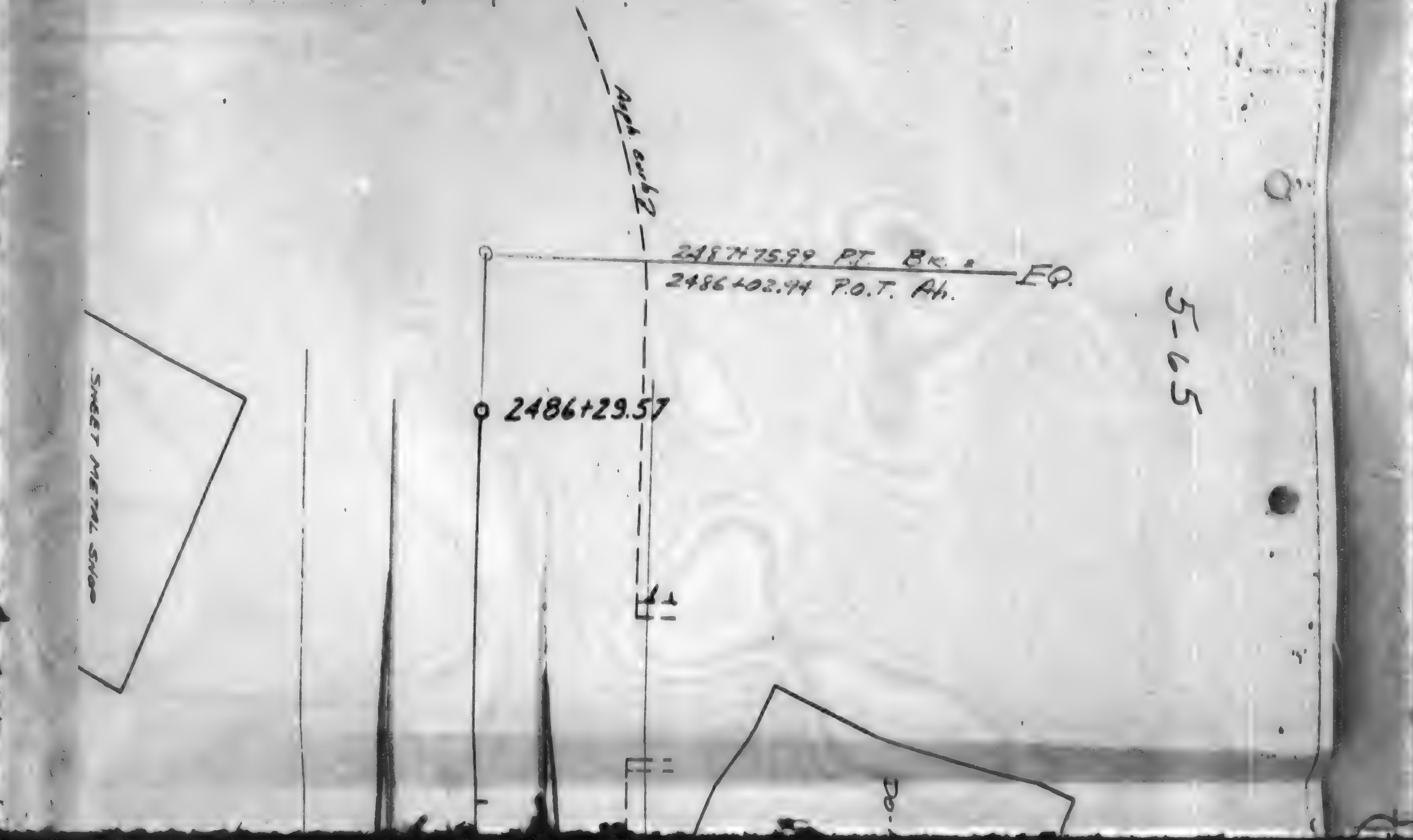
3-11-66
Sent Copy to Clark
① Please proceed with obtaining City Portion of Share of Signal revision

NOTED
D. D. ALLEN

Sent Copy to Morrison
① Proceed with R/W information

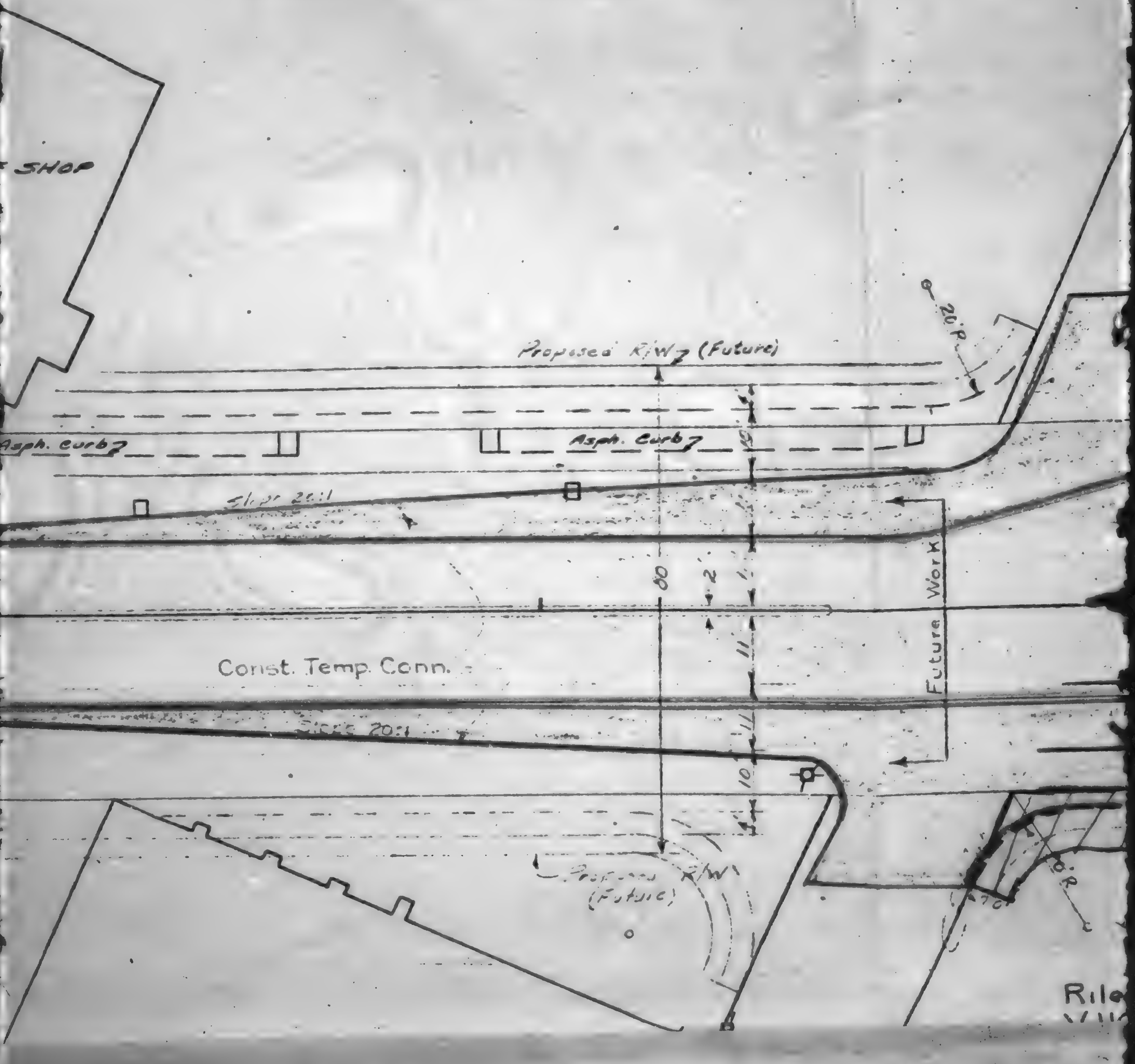
NOTED
[illegible] HARWELL

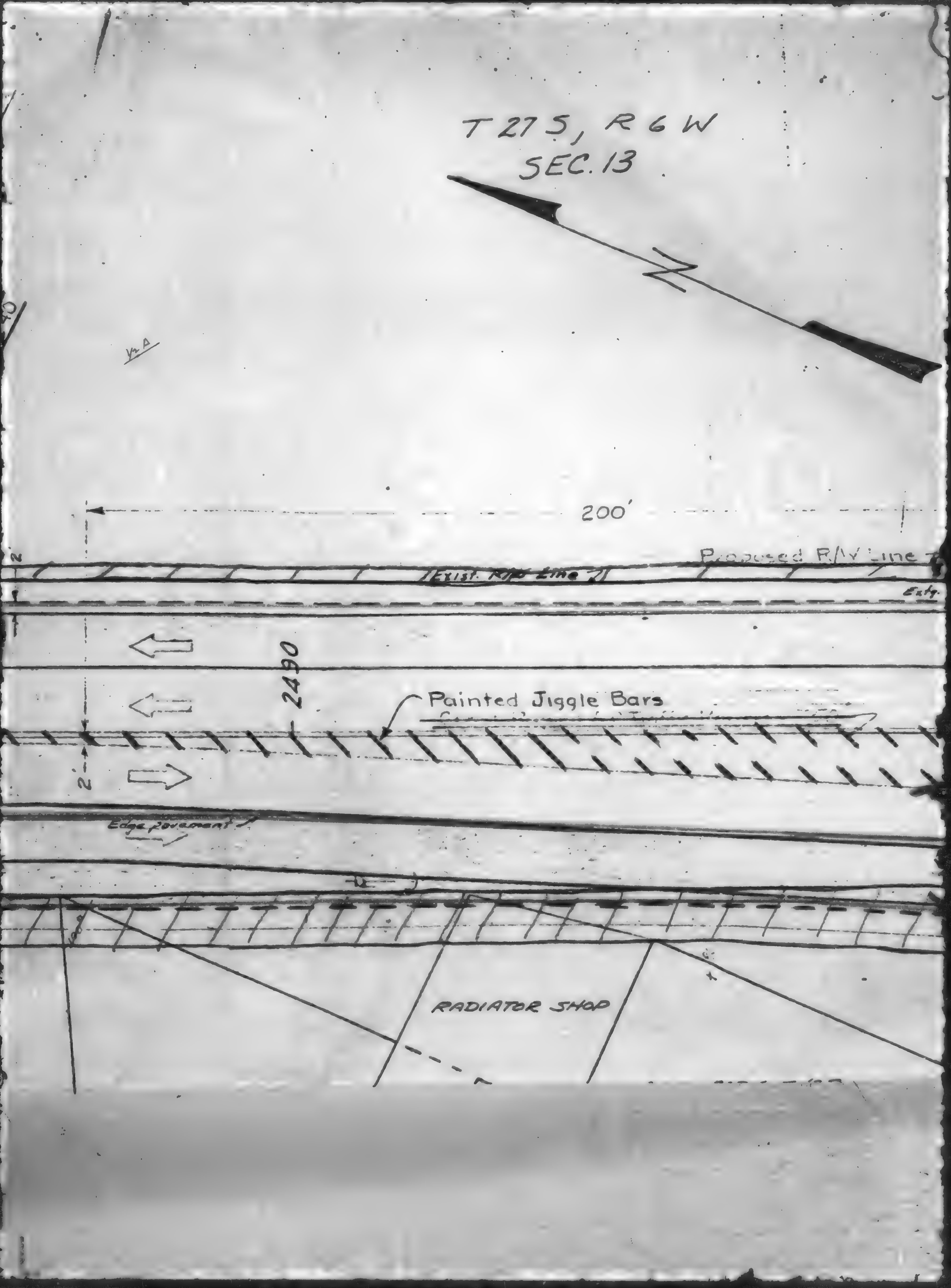
Proposed Left Turn Refuge
No Stephons - Garden Valley Blvd.
Oakland - Shady Highway

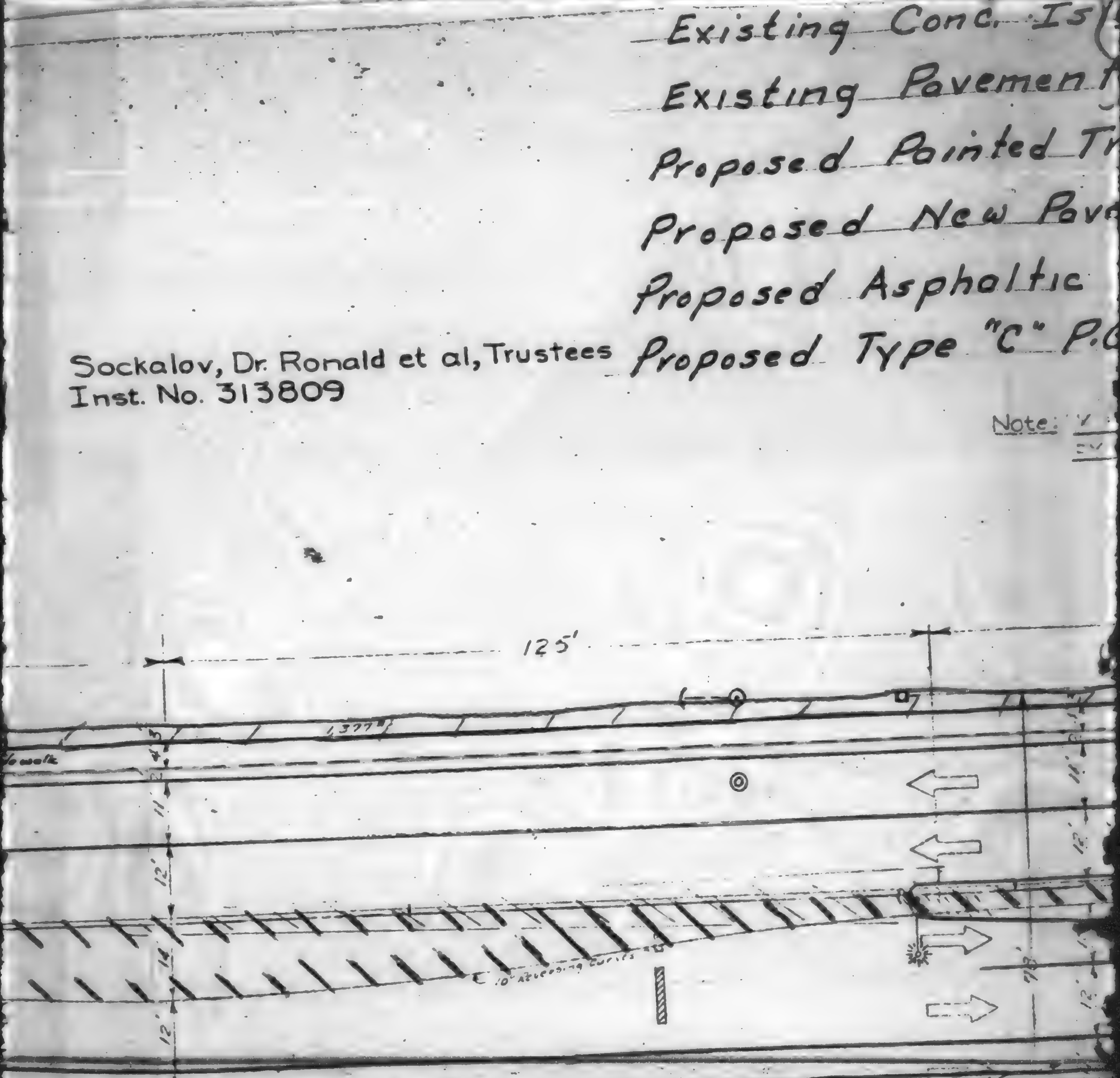

Asph. curb
2487+75.99 P.T. Bk. =
2486+02.44 P.O.T. Ah.
EQ.
2486+29.57
SHEET METAL SHOP

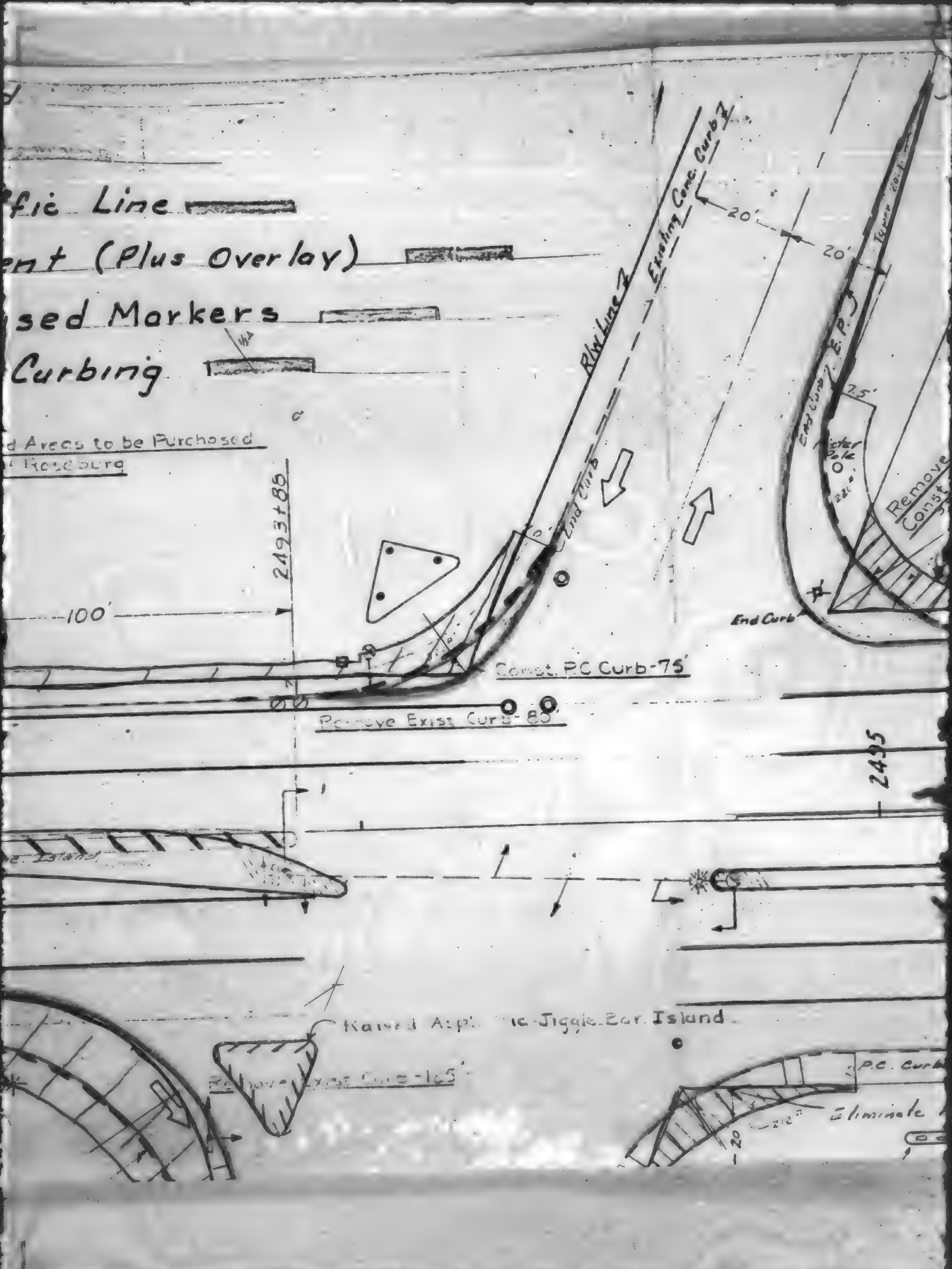
5-65

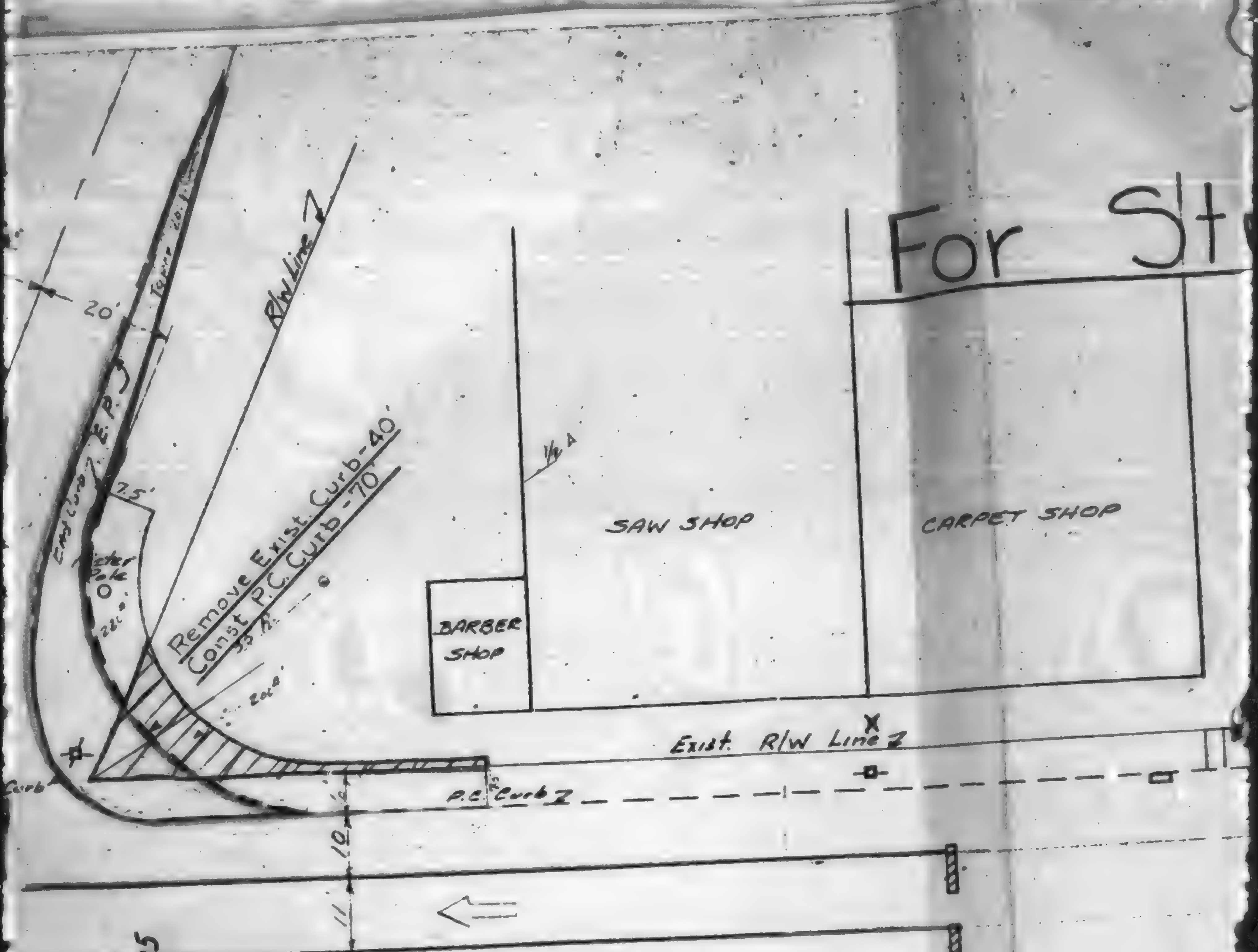
For Study Only

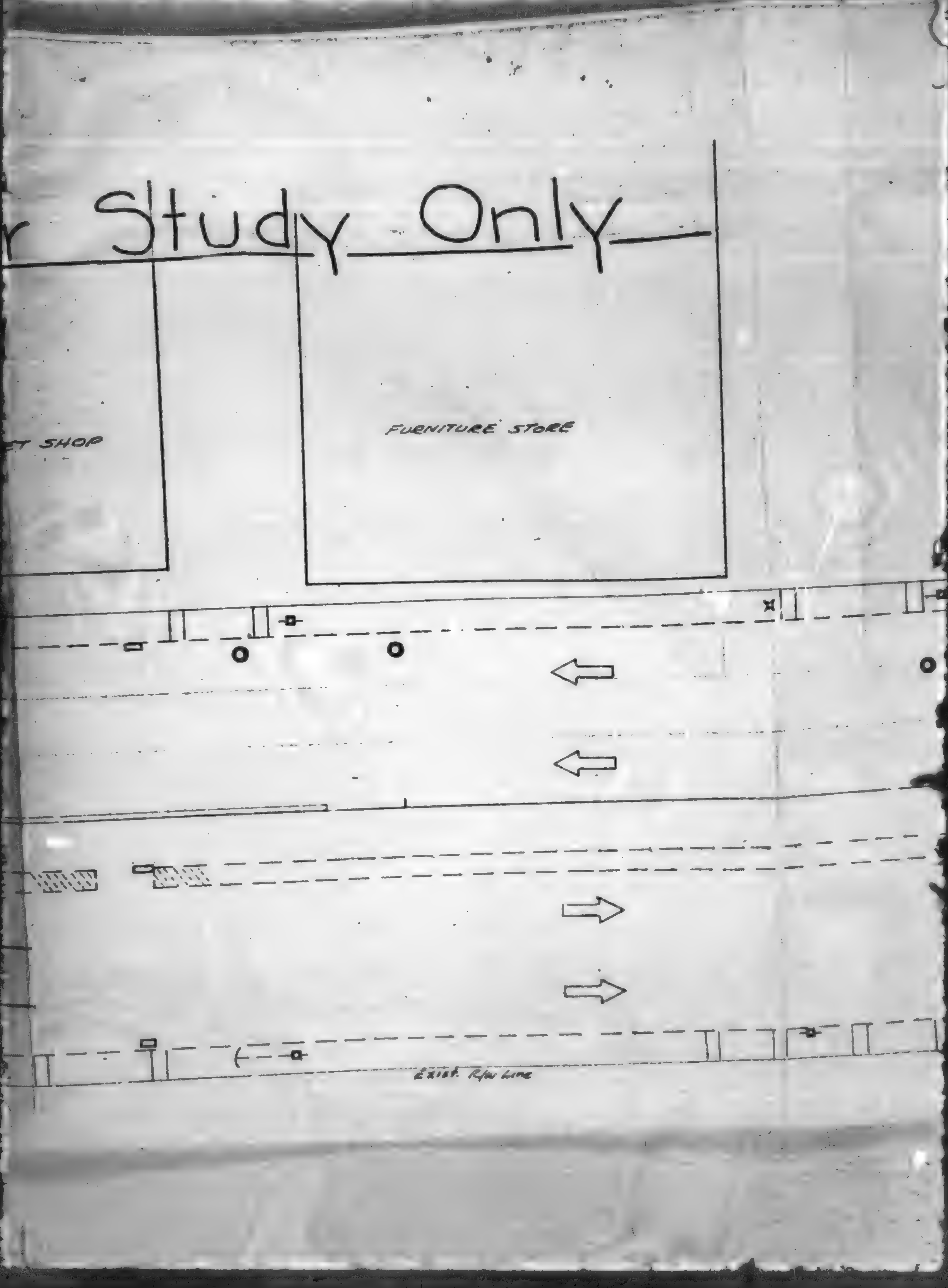

SHOP
Proposed R/W (Future)
20' R.
Asph. curb
Asph. curb
Slope 20:1
80
2
11
11
10
10
Future Work
Const. Temp. Conn.
Slope 20:1
Proposed R/W (Future)
R.
Rile


T 27 S, R 6 W
SEC. 13
N
½ A
200'
Proposed R/W Line
Exist. R/W Line
Exty.
2490
2'
Painted Jiggle Bars
Edge pavement
RADIATOR SHOP

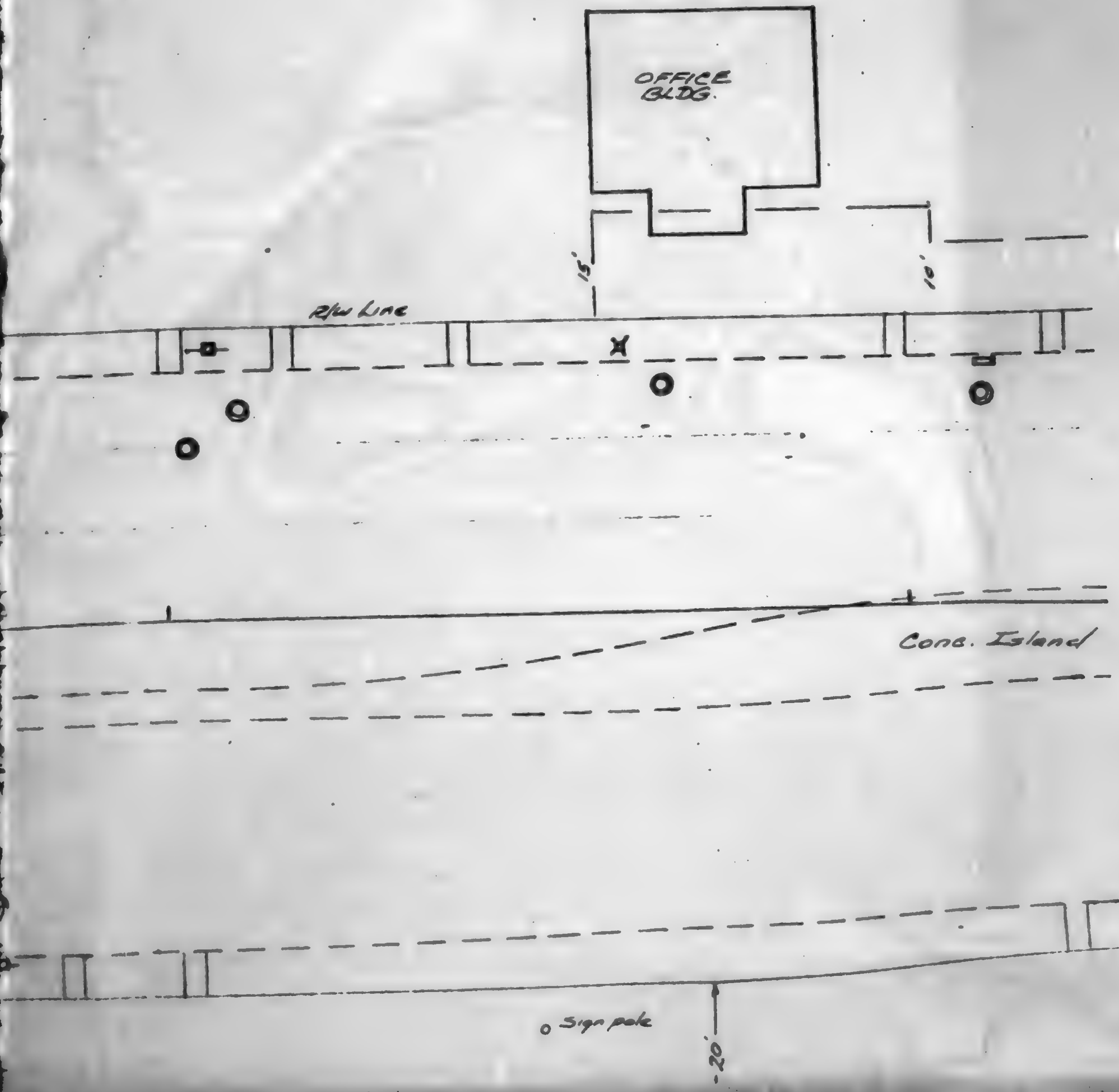

Existing Conc. Is
Existing Pavemen
Proposed Painted Tr
Proposed New Pave
Proposed Asphaltic
Proposed Type "C" P.C
Sockalov, Dr. Ronald et al, Trustees
Inst. No. 313809
Note:
125'
1,377
walk
3
4
2
11
12'
14
12'
10' Reversing Curves
Exist R/W
P.C.
Proposed R/W Line
Ohman, R. Emma
V 109 P 529

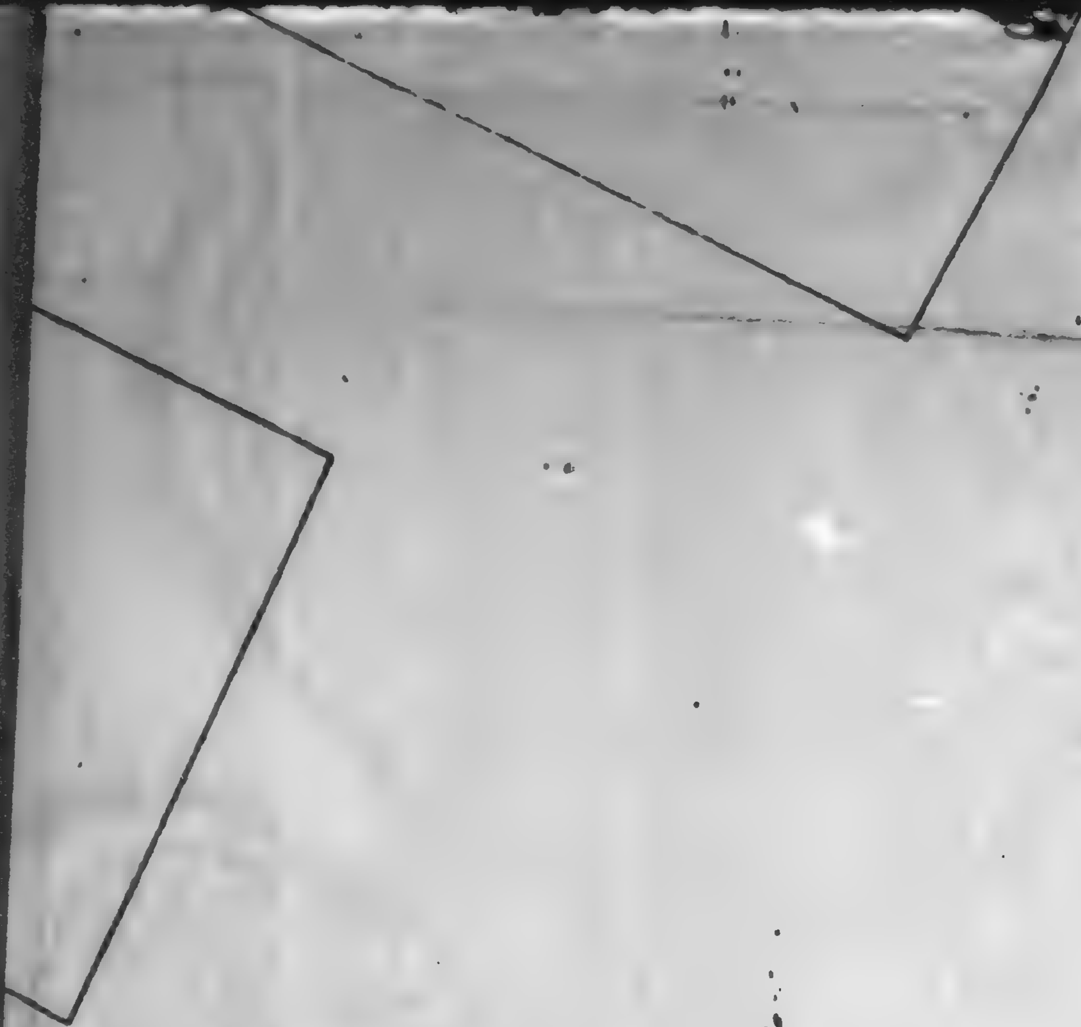
ffic Line
ent (Plus Overlay)
ised Markers
Curbing
d Areas to be Purchased
Roseburg
2493+88
100'
Const. P.C Curb-75'
Remove Exist Curb-85'
R/W Line
Existing Conc. Curb
End Curb
20'
20'
Taper 20:1
E.P.
7.5'
End Curb
Meter Pole
22.0'
Remove
Const
End Curb
2495
Island
Raised Asph. Conc. Jiggle Bar Island
Remove Exist Curb-165'
P.C. Curb
Eliminate
20
212'


For St
SAW SHOP
CARPET SHOP
BARBER SHOP
Remove Exist. Curb-40'
Const. P.C. Curb-70'
R/W Line
E.P.
7.5'
20'
Meter Pole
Exist. R/W Line
P.C. Curb
Curb
10
11
12
11
11
12
1'
24.5
Island
P.C. Curb
Eliminate Access
12°

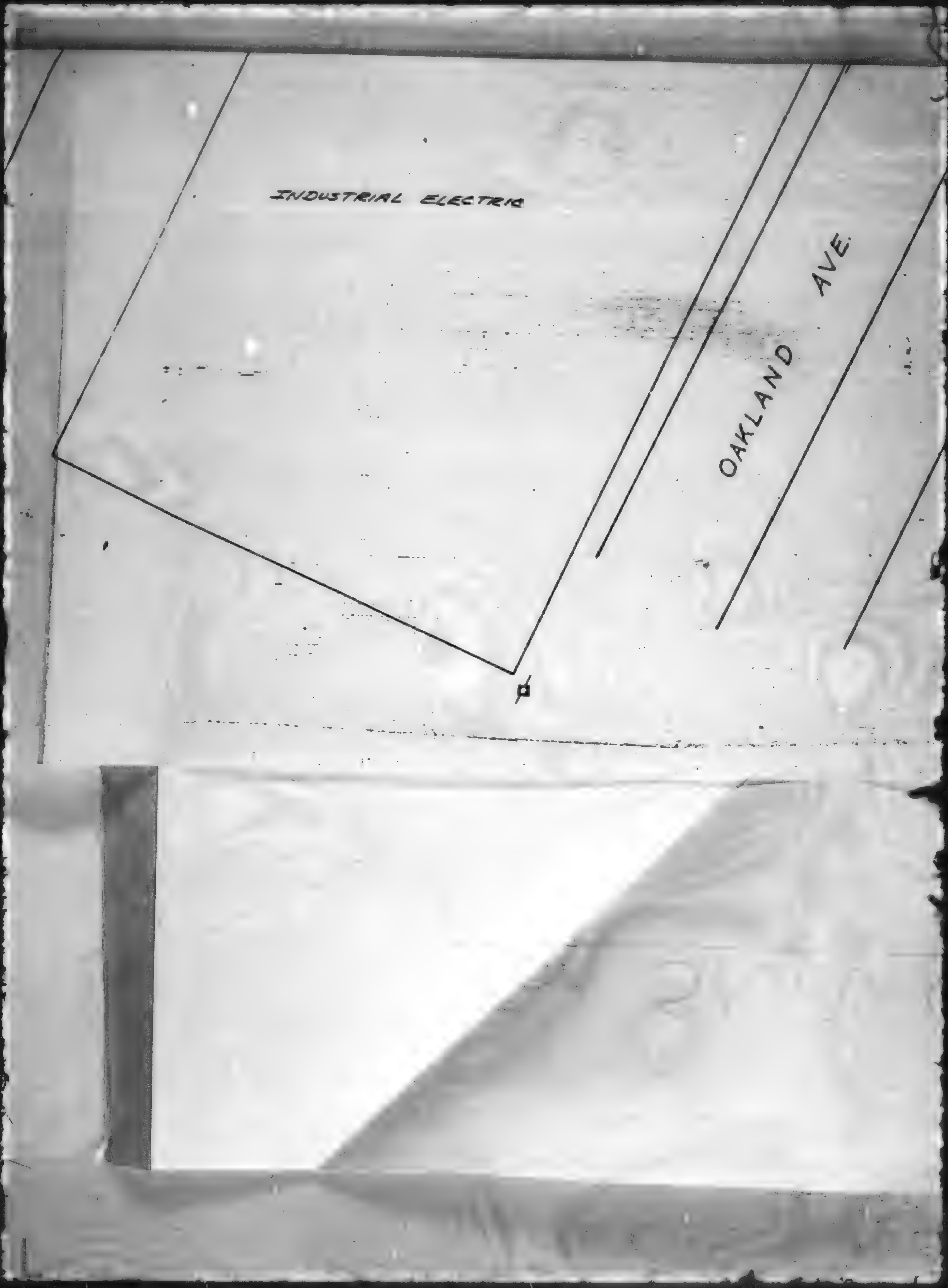

r Study Only
ET SHOP
FURNITURE STORE
Exist. R/W Line

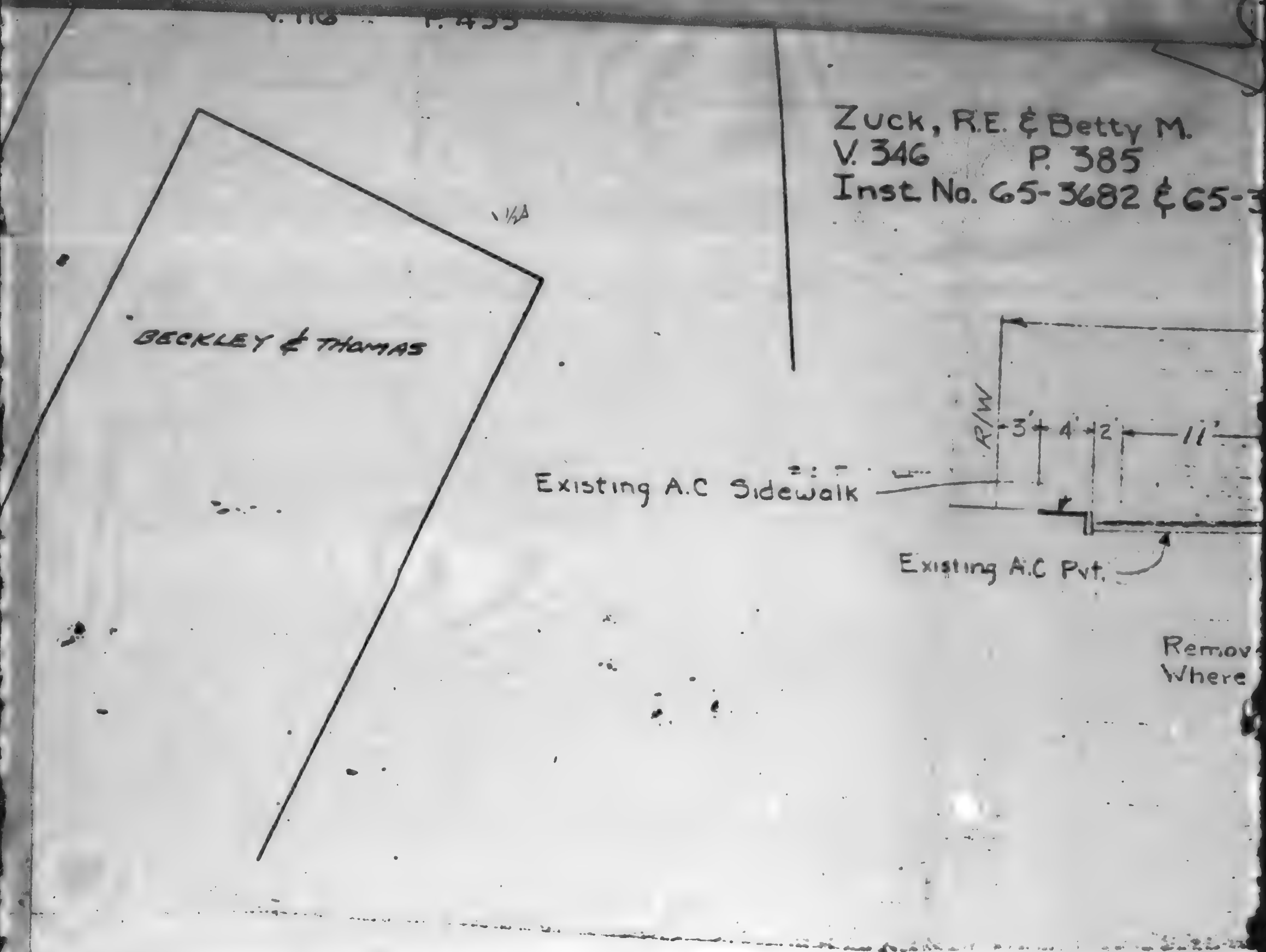
Sketch Map
May 1965


OFFICE BLDG.
15'
10'
R/W Line
Conc. Island
Sign pole
20'

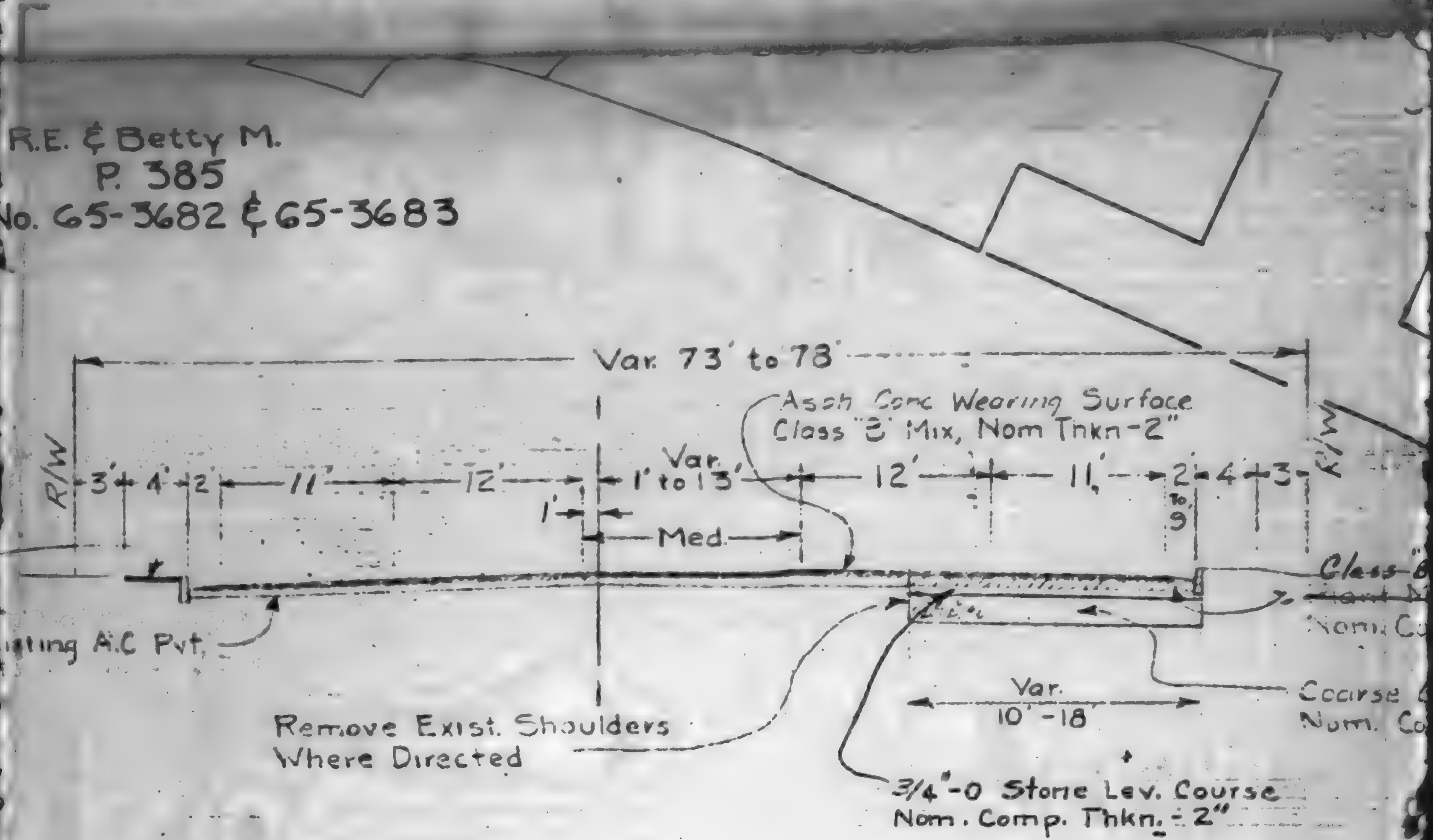


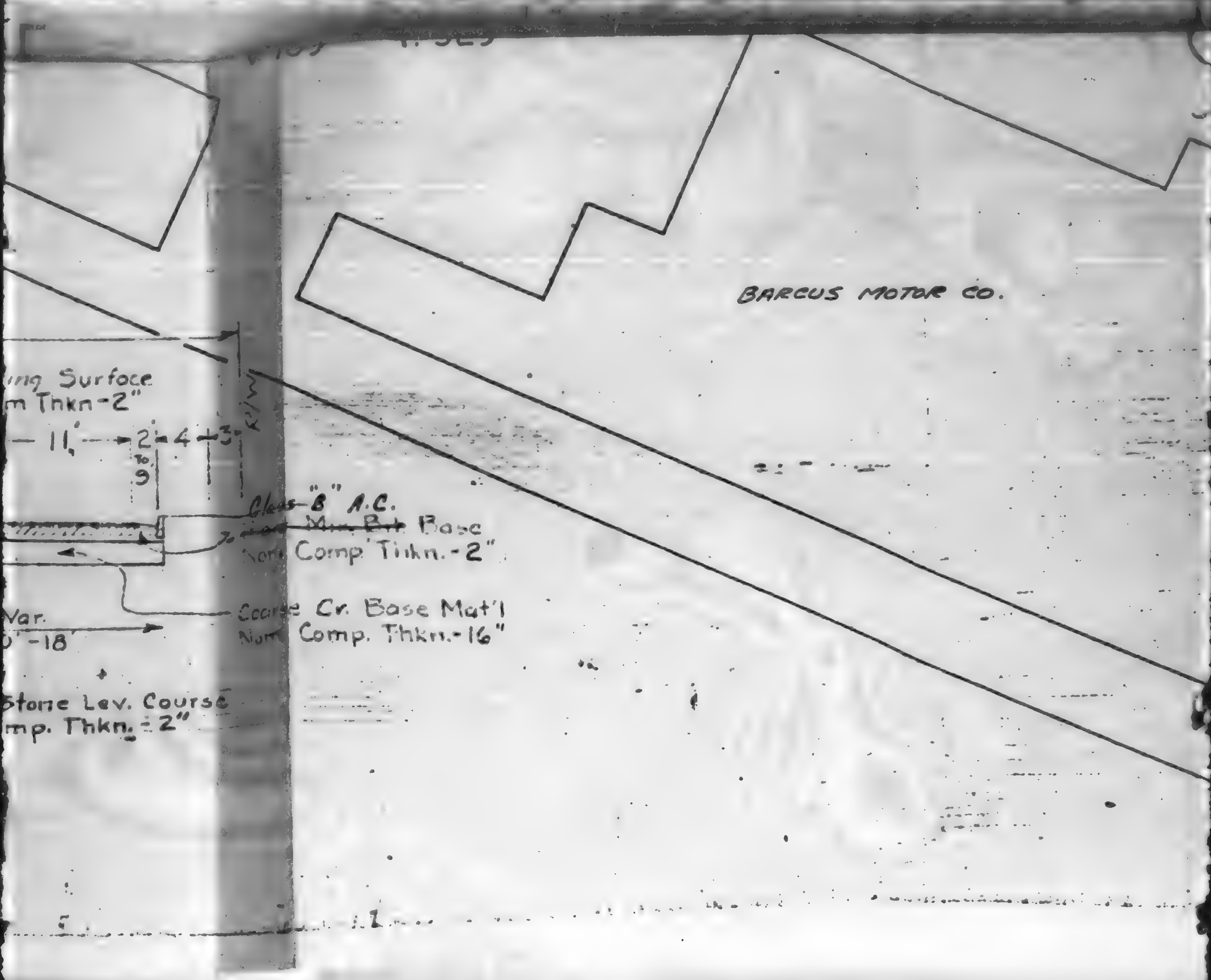
SKETCH MAP
GARDEN VALLEY RD.
&
NO. STEPHENS ST.
May, 1965

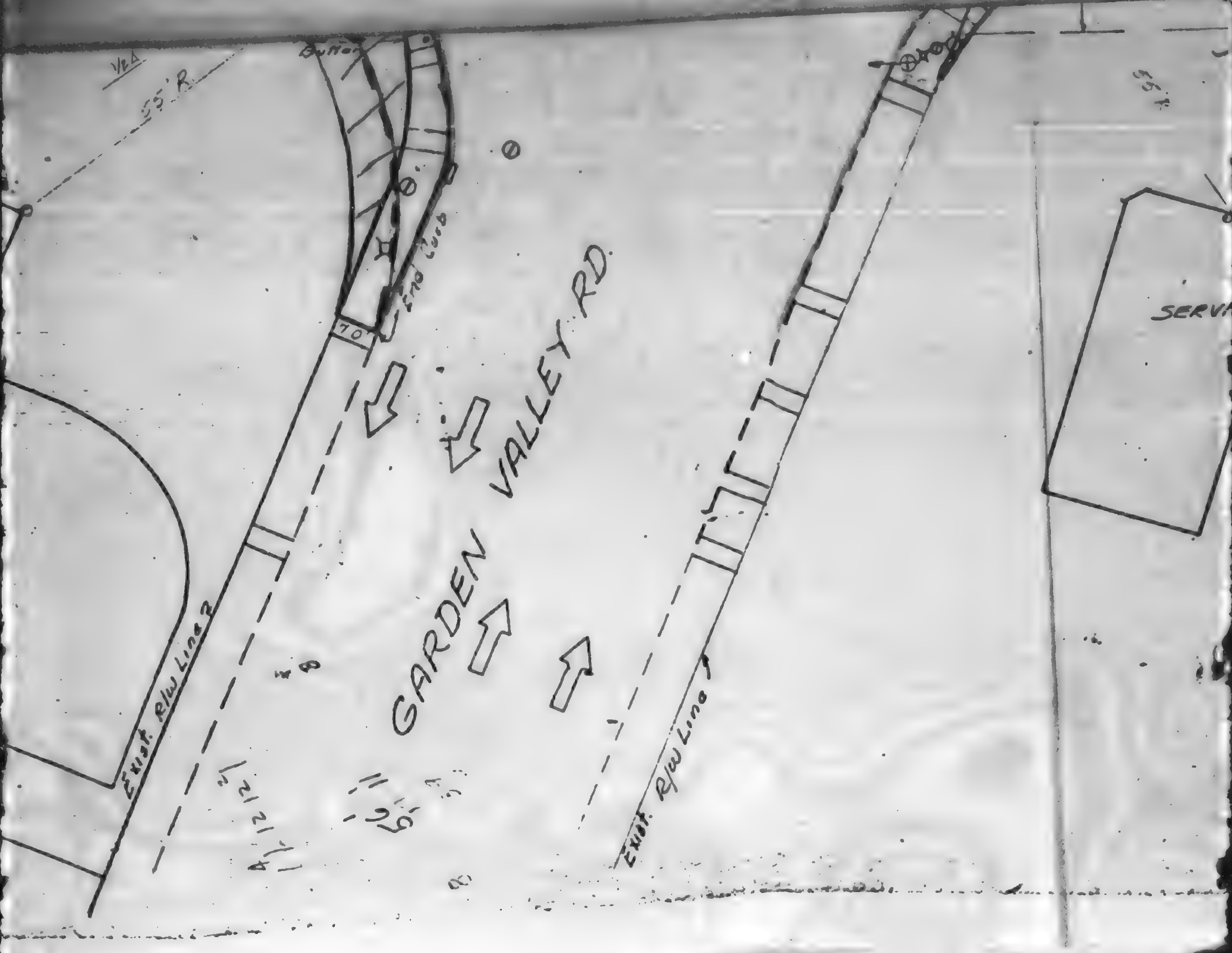

INDUSTRIAL ELECTRIC
OAKLAND AVE.

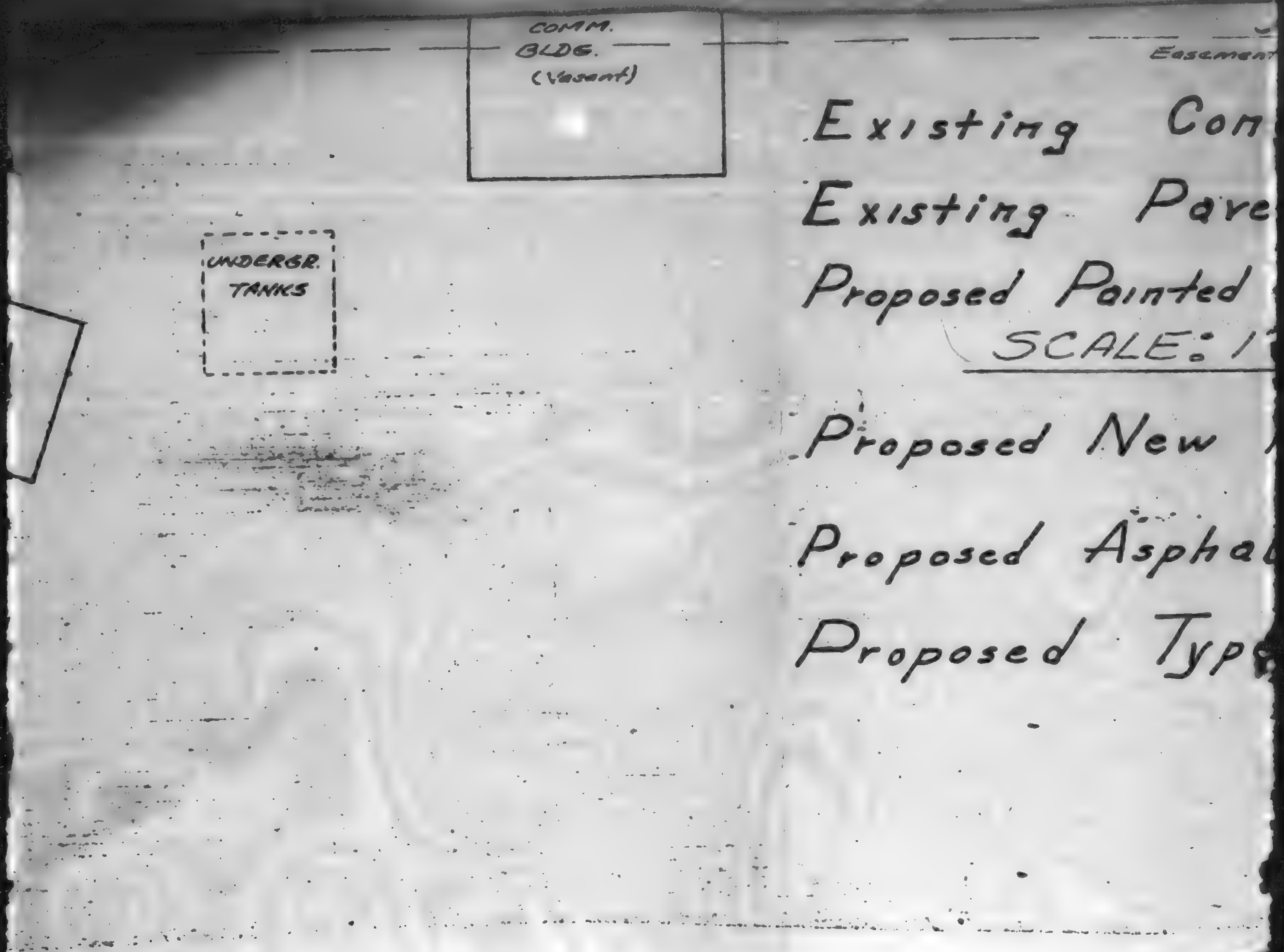

V. 118 P. 433
Zuck, R.E. & Betty M.
V. 346 P. 385
Inst. No. 65-3682 & 65-3
BECKLEY & THOMAS
R/W
3'
4'
2
11'
Existing A.C Sidewalk
Existing A.C Pvt.
Remov
Where

R.E. & Betty M.
P. 385
No. 65-3682 & 65-3683


Var. 73' to 78'
R/W
3'
4'
2
11'
12'
Var.
1' to 13'
12'
11'
2 to 9
4
3
R/W
1'
Med.
Asph Conc Wearing Surface
Class "B" Mix, Nom Thkn-2"
Class "B
Nom. Co
isting A.C Pvt.
Remove Exist. Shoulders
Where Directed
Var.
10'-18'
Coarse
Nom. Co
3/4"-0 Stone Lev. Course
Nom. Comp. Thkn. - 2"


BARCUS MOTOR CO.
ing Surface
m Thkn-2"
11'
2 to 9
4
3
R/W
Class "B" A.C.
~~Min. Bit~~ Base
Nom Comp. Thkn. -2"
Coarse Cr. Base Mat'l
Nom Comp. Thkn. -16"
Var.
0'-18
Stone Lev. Course
mp. Thkn. = 2"


½Δ
55' R.
Gutter
End Curb
70
GARDEN VALLEY RD.
Exist. R/W Line
Exist. R/W Line
SERV
55' R.


COMM.
BLDG.
(Vasant)
Easement
UNDERGR.
TANKS
Existing Con
Existing Pave
Proposed Painted
SCALE: 1
Proposed New
Proposed Asphal
Proposed Typ

Easement Line

Existing Conc. Island

Existing Pavement

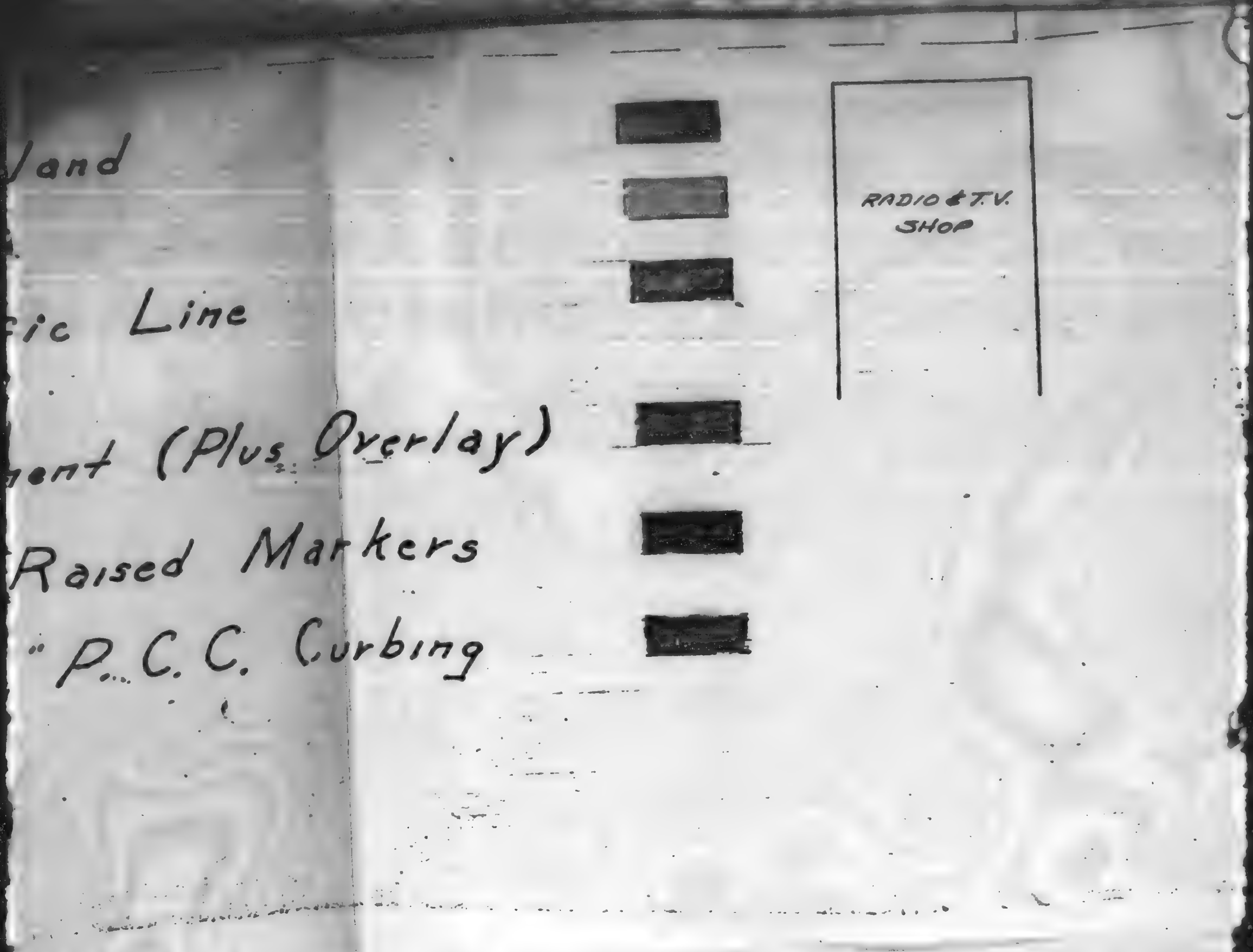
Proposed Painted Traffic Line

SCALE: 1" = 20'

Proposed New Pavement (Plus Overlay)

Proposed Asphaltic Raised Markers

Proposed Type "C" P.C.C. Curbing


land
ic Line
ent (Plus Overlay)
Raised Markers
" P.C.C. Curbing
RADIO & T.V. SHOP

I-80N-2(42) Multnomah Co. Line-E. Cascade 1971
39 Locks Sec., Col. R. Hwy. at
#7545 Cascade Locks (Paving)

RECEIVED
JAN 2[illegible] 1972

FOR FILING

I-80N-2(42)39
7545

January 26, 1972

St. Paul Fire & Marine Ins. Company
Portland Branch Office
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

A post-final payment for $800 will be made to Interstate Paving Company on Contract No. 7545 for pavement seal on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County as soon as the warrant is prepared.

The total amount paid on this contract will be $109,632.45 including the post-final payment. Of the total, $1,344.02 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Interstate Paving Company
206 Webber Road
The Dalles, Oregon 97058

bc Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Harr
J. F. Putnam

RECEIVED FEB 1 - 1972

STATE COPY

FOR FILING

cc: OSHD (Johnson)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration ah
Bureau of Public Roads

1-19-72

I-80N-2(42)39

REGION NO. 10 7545	REPORT NO. 4	COUNTY Hood River	DIVISION Oregon
DATE OF REPORT 1-18-72	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. I-80N-2(42)39
COMPLETION DATE 8-6-71	ACCEPTANCE DATE BY CONTRACT AGENCY October 8, 1971	TIME ELAPSED 93.5/75=125 %	CONTRACT TIME 75 cal. days
APPROVED EXTENSIONS 8 cal days	LOCATION Begins near the Multnomah-Hood River County line and ends near the E. Cascade Locks Interchange.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

C4-Const 1-31-72

MULTNOMAH CO. LINE - E. CASCADE LOCKS SECTION
COLUMBIA RIVER HIGHWAY
Pavement Seal

This project provided for the furnishing and placing 7575 tons of plant mix seal coat.

The final contract amount of the project exclusive of flagging was $110,138.43 which underrun the contract bid amount by 1.0 percent. Detailed information is available in the statement of overruns and underruns in the Division office project files.

All project work was completed on August 6, 1971 and all participating work under State force order by State forces or others was completed September 30, 1971. The State Highway Commission authorized acceptance of the project as of October 8, 1971.

Copies of all price agreements and extra work orders are abailable and on file in the Division office project files. Price Agreement No. 1 provided for a change in specification for modified Class "E" asphaltic concrete mixture and an accompanying reduction in price.

The contractor used 26 1/2 days in excess of the allotted 75 days; however, an approved time extension of 8 days reduced the calendar day count to 18 1/2 days of penalty. The liquidated damage daily charge is $100, and so, the total liquidated damages will be $1850.

1-31-72 REFERRED TO
Johnson
DEPUTY STATE HIGHWAY ENGINEER

RECEIVED JAN 26 1972 OFFICE OF STATE HIGHWAY ENGINEER

NOTED E. JOHNSON

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE D. B. Carter	NOTED TOM EDWARDS	SIGNATURE R. E. Simpson	
TITLE Area Engineer	DATE 1-18-72	TITLE Division Engineer	DATE 1-19-72

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

RECEIVED
FEB 15 1972

FOR FILING

I-80N-2(42)37
7545

#6

January 13, 1972

Interstate Paving Company
204 Webber Road
The Dalles, Oregon 97058

Gentlemen:

The State Highway Commission at its meeting on January 11, 1972, considered your request for an extension of 27 days on Contract No. 7545 for work on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you an extension of 8 days without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

bc F. D. Morgan
V. E. Shoeg
J. F. Putnam
J. S. Sawyer
Federal Highway Administration

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 20, 1971

In reply refer to: 08-35-2B

FROM : for G. K. Hosmer R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(42)39
Multnomah County Line-East Cascade Locks Section
Request for Time Extension

CY - Constr. Prog & Plan.
12-29-71

Your December 13 submission concerning an extension of time for the above contract has been reviewed. We concur with your determination that a time extension of eight (8) days is reasonable based on the time used after the laydown work was complete to do additional corrective work to remedy slick spots which appeared in the mat.

RECEIVED
DEC 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

AEJ.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7545 Contractor Interstate Paving Company

Highway Columbia River

Section Multnomah County Line - East Cascade Locks

Kind of Work Pavement Seal

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 8-day extension because of late corrective work.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

A F Johnson
ASSISTANT State Highway Engineer

Contract No.	7521
Project designation	I-80N-2(42)39 XXXX Federal
Date awarded	March 30, 1971
Work started	May 10, 1971
Per cent completed	100 % 8-6-71 Date
No. of Workdays Allowed	75
No. of Workdays Used	101½
No. of Added Workdays Requested	27

[illegible]

[illegible] (Rev.)—[illegible]-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 11, 19 71

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 75 days to 102 days, within which to complete our Contract No. 7545, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

April 24, 1971 to June 24, 1971 Inclement weather--Too cool.

Other extenuating circumstances explained in our letter of August 10, 1971.

Respectfully submitted,

Interstate Paving Company
Contractor

By Howard Stinson
Howard Stinson, President

CONSENT OF SURETY

Date August 13, 19 71

We, ST. PAUL FIRE & MARINE INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

John P. Jerome
Attorney-in-fact
John P. Jerome

(SEAL)

Resident Agent

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 3, 1971

SUBJECT: Multnomah Co. Line-East
Cascade Locks Section
Contract No. 7545
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Interstate Paving Company requests a 27-day extension of the contract time on the subject project. This contract covered 3.37 miles of A. C. pavement seal. The contract quantity was 7,700 tons. As built, this actually underran slightly.

The contractor's reasons are more of a hard-luck story than specific points that can be analyzed by specifications. Bids on the project were opened March 25 with 75 days allowed. The time count started April 24 and elapsed July 11, 1971. The project was considered complete on August 6 with 26-1/2 days liquidated damages accrued at $100 per day.

Crushing did not start until May 11 when 16 days or 23 percent of the time had already elapsed.

Part of the contractor's discussion of the problems encountered with producing and laying this thin overlay is related to weather. In considering this request for time, the Resident Engineer has prepared a good chart which includes some temperature and precipitation data. We have gone a step further and prepared a detailed chart of the actual precipitation at Bonneville for the three months May, June and July.

Paving actually started July 7 or only 4 days before the contract time had elapsed. The precipitation tabulation indicates that there were several runs of dry days after June 14. When the contract time was set, we tried to allow enough time for some reasonably good paving weather in the early part of the summer but avoid the heaviest summer traffic.

The Bonneville weather data does not include long-range comparisons with a normal, but except for one heavy rainfall day (June 25), we believe there was plenty of suitable weather to have accomplished this 7,600 tons of paving during the time allowed. The weather pattern is certainly not such that could be considered so abnormal as to justify an extension of time even on this project where admittedly the AC mix and temperatures must be closely controlled.

We do believe it would be reasonable to extend for the last 8 days charged after July 29 when the original placement was complete but some corrective work in the way of removing slick spots was performed.

We therefore concur with the Region recommendation of an 8-day extension which would still leave 18-1/2 days or $1,850 liquidated damages in effect. This was a Federal-aid Interstate project. Rough draft letters to the Federal Highway Administration and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
DEC 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RAINFALL AT BONNEVILLE DAM

FROM "CLIMATOLOGICAL DATA"

1971

Date	May	June	July
1		.35	
2		.04	
3		T	
4			
5	.08		
6	.07		.15
7		.03	.10
8		.11	
9		.01	.15
10		.05	.17
11		.05	.09
12			
13	.35	.18	
14	.28	.48	
15	.01		
16	.42		
17	.37		
18		.08	
19	.18	.29	
20	.18		
21	.03		
22			
23		.19	
24			
25	.05	1.44	
26	.25		
27	.15		
28			
29	.03		
30	.03		
31	.01		
Total	2.49	3.30	.66

RECEIVED
AUG 11 1971
J. S. SAWYER

AREA CODE 503 296-5511

INTERSTATE PAVING CO.
GENERAL CONTRACTORS

GRADING — PAVING — OILING
POST OFFICE BOX 92 THE DALLES, ORE. 97058

August 10, 1971

J. S. Sawyer, Resident Engineer
Oregon State Highway Division
The Dalles, Oregon 97058

O.S.H.D. Contract #7545
Multnomah County Line-
East Cascade Locks

Dear Sir:

We are asking relief from the penalty prescribed for non-completion of the contract within the calendar days allowed on the Multnomah County Line - Cascade Locks pavement seal, job #7545.

We have encountered unexpected and extreme difficulties in placing the modified "E" mix specified in the contract and we feel that the specifications and special provisions did not enumerate enough of the differences in the mixing, hauling, and placement techniques that had to be developed during the progress of the job.

Although they were belated, we did learn several things about this particular mix that may be of help in any future contracts using this type of seal. We found that the temperature control was of most importance, and that the 280° specified for the mix formula was too hot and allowed the asphalt to flow to the bottom of the load before it reached its destination. Had the haul been shorter it is possible that this temperature would have been adequate, but we encountered too many "slicks" from the excess asphalt drainage until we lowered the temperature to the point where it could be delivered to the road at around 240°+. We also found it beneficial to plank the truck beds with 3/4" plywood to stop the excessive sticking and build-up in the truck beds that was a problem at the start of the job.

This excessive stickiness also affected the efficiency of the paving machine and the thin mat requirements did not seem to let the roller have the ironing effect that is possible with thicker and warmer mats. We found that a more satisfactory mat could be laid with the tamper bar of the SA-41 was not operated. Although the automatic screed controls were operating as specified, we felt that their use on the thin and cool mat was detrimental to the surface. When extra depth was called for by the ski the screed seemed to respond satisfactorily, but when thinner mats were required the screed seemed to have difficulty in descending to the proper depth and this affected the tapers at the starts and stops at the bridge and mat ends.

The weather was in our favor for the most part, but if the job had been started at an earlier date and during cooler weather that prevailed at that time, the results would have been most inadequate. As it was, we were required to remove the "slick" spots taht appeared and this had to be done in the afternoon when the pavement warmed enough to facilitate the removal. This has been time consuming and expensive, and any penalties that may be applied to the job will work additional hardship on our company.

We feel justified in asking for additional calendar work days for the reasons just stated and ask that these unexpected contingencies be considered in your judging our request for the extra time.

Sincerely,

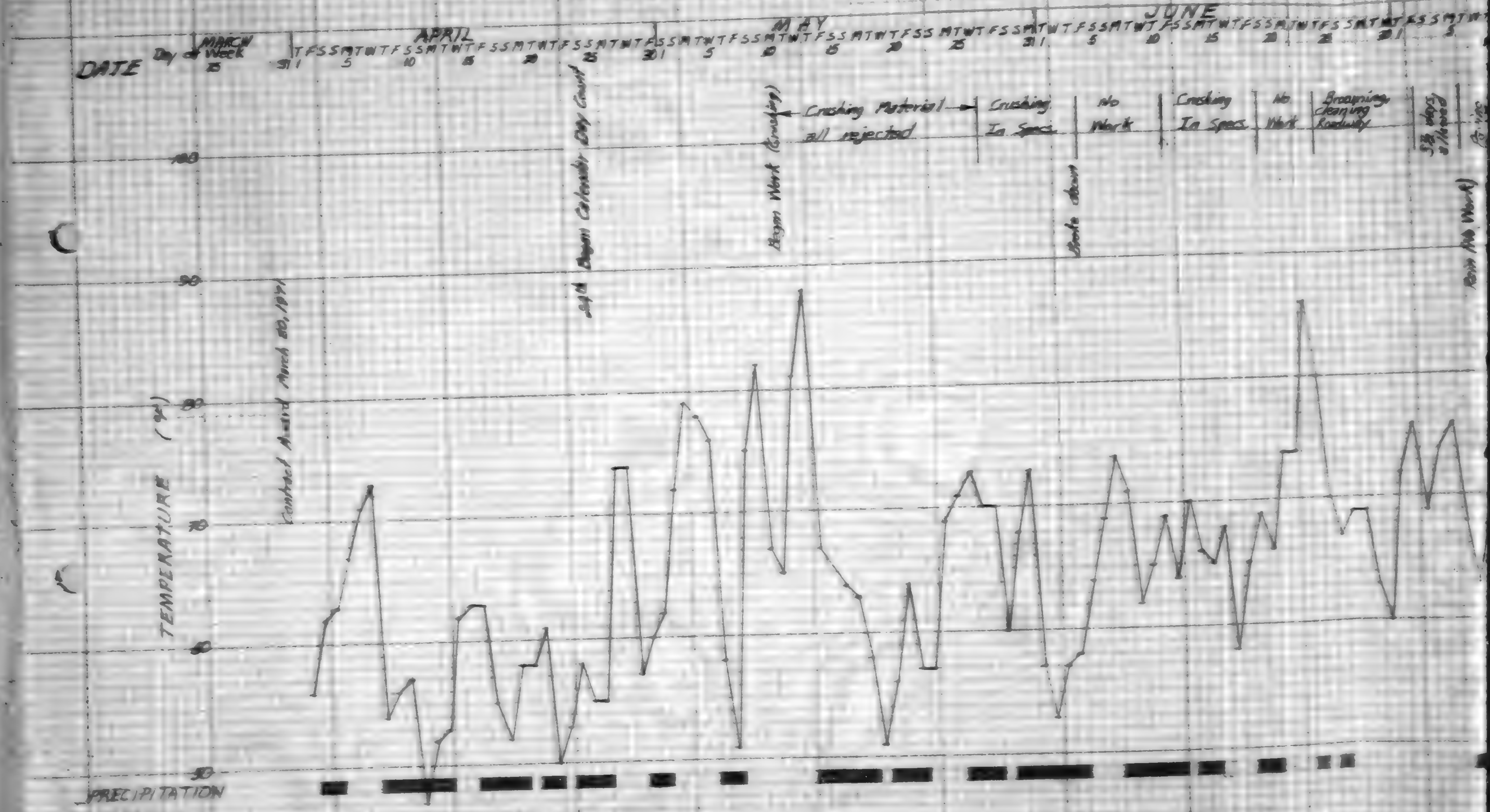
INTERSTATE PAVING COMPANY

Howard Stinson

Howard Stinson
President

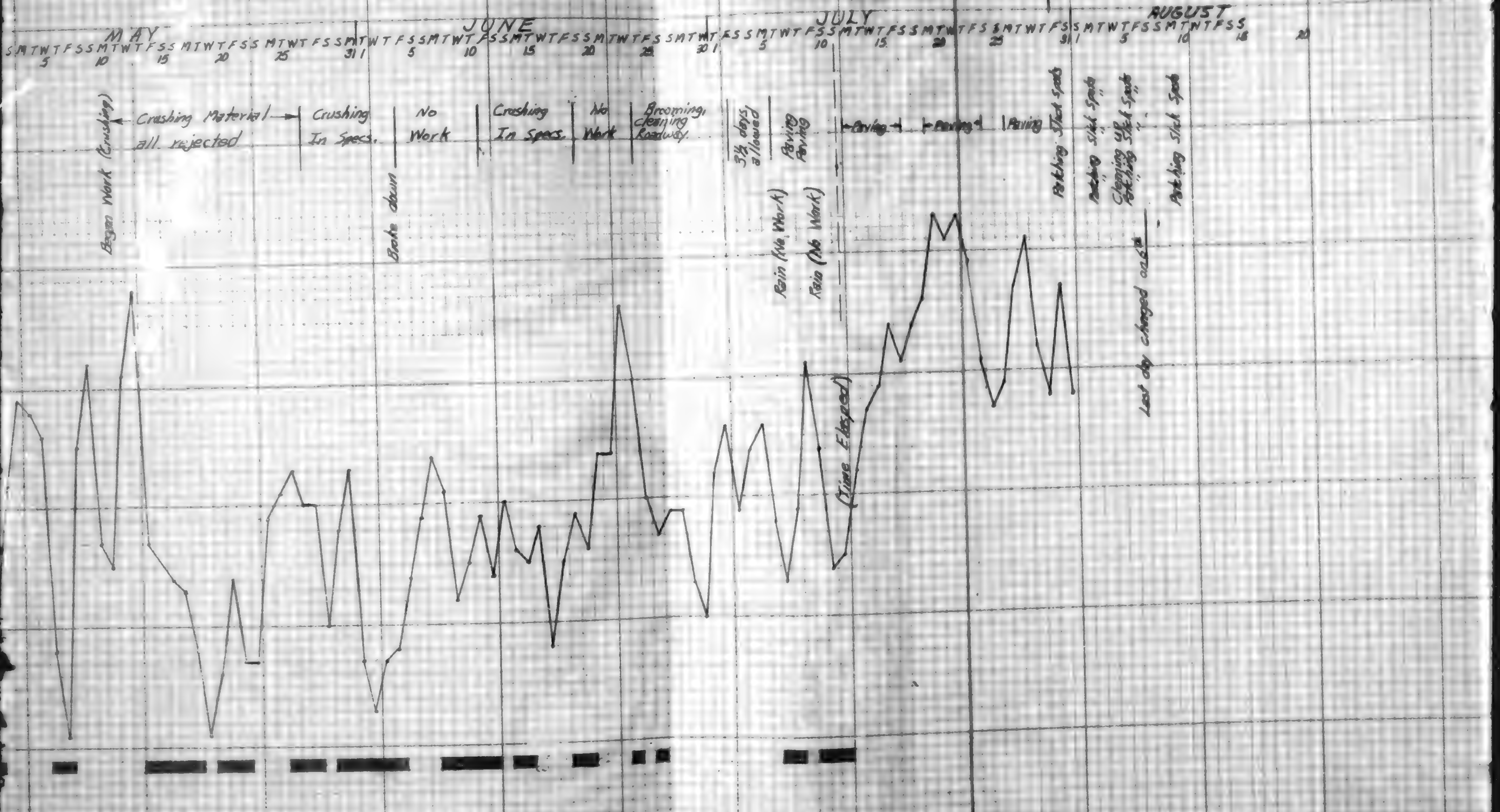
HS:ds

MULTNOMAH COUNTY LINE - EAST CASCADE LOCKS
COLUMBIA RIVER HIGHWAY
HOOD RIVER COUNTY
CONTRACT NO. 7545 PREFIX NO. 614-1070



Note: Temperature & Precipitation were taken from official Climatological Data recorded at the Bonneville Dam Station.

LINE - EAST CASCADE LOCKS
RIVER HIGHWAY
ER COUNTY
PREPIX NO. 614-1070



were taken
al. Data recorded at
ation.

RECEIVED
JAN 5 - 1972
FOR FILING

I-80N-2(42)39
7545

January 3, 1972

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 6
January 11, 1972 Meeting

Interstate Paving Company, contractor on the Multnomah County Line-East Cascade Locks pavement seal project in Hood River County, Contract No. 7545, has requested a 27-day extension of the contract time because of construction problems encountered and inclement weather. The project was for 3.37 miles of thin asphaltic concrete pavement overlay and was completed August 6, 1971, with 26-1/2 days liquidated damages accrued at $100 per day.

The official weather data has been checked and does not indicate that the precipitation was so abnormal as to justify extension. Crushing did not start until 16 days, or 23 percent of the time, had elapsed and then progressed slowly at times due to equipment breakdowns. It would be reasonable to extend for the last eight days charged after July 29 when the original placement was complete, but some corrective work in the way of removing small slick spots was performed.

I recommend extension of eight days which will still leave 18-1/2 days and $1,850 liquidated damages in effect. This was a federal-aid Interstate project and we have concurrence of the Federal Highway Administration.

This matter will be on the agenda for your consideration at the January 11, 1972 meeting.

Very truly yours,

Tom Edwards
State Highway Engineer

bc Floyd Query
George Baldwin
F. B. Klaboe
A. E. Johnson
F. D. Morgan
V. E. Skoog
L. H. Young
Gary Ross
Gary Sund
J. F. Putnman

JAB:fw 1a

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. [illegible] Contractor [illegible] Paving Company

Highway Columbia River

Section Multnomah County Line - East Cascade Locks

Kind of Work Pavement Seal

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 8-day extension because of late corrective work.

Recommended for Approval:

J. H. Putman
Division Engineer

John A. Bird
for
Construction Engineer or Bridge Engineer

A. F. Johnson
Assistant State Highway Engineer

Contract No. [illegible]

Project designation [illegible]
Federal

Date awarded March 30, 1971

Work started May 10, 1971

Per cent completed 100 % 8-6-71
Date

No. of Workdays Allowed 73

No. of Workdays Used 80½

No. of Added Workdays Requested 8

[illegible]

[illegible] (Rev.)—[illegible]

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 11, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 75 days to 102 days, within which to complete our Contract No. 7545, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: April 24, 1971 to June 24, 1971 Inclement weather--Too cool.

Other extenuating circumstances explained in our letter of August 10, 1971.

Respectfully submitted,

Interstate Paving Company
Contractor

By H. O. Stinson
Howard Stinson, President

CONSENT OF SURETY

Date August 13, 1971

We, ST. PAUL FIRE & MARINE INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

John P. Jerome
Attorney-in-fact
John P. Jerome

(SEAL)

Resident Agent

RECEIVED
DEC 13 1971
FOR FILING

I-80N-2(42)39
7545

December 13, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Simpson:

Re: Request for Time Extension
Multnomah County Line-East
Cascade Locks Section
Project No. I-80N-2(42)39
Contract No. 7545

Interstate Paving Company requests a 27-day extension of the contract time on the subject project. This contract covered 3.37 miles of A.C. pavement seal. The contract quantity was 7,700 tons. As built, this actually underran slightly.

The contractor's reasons are mostly a discussion of his problems in performing the work and include reference to the weather. Bids on the project were opened March 25 with 75 days allowed. The time count started April 24 and elapsed July 11, 1971. The project was considered complete on August 6 with 26¼ days liquidated damages accrued at $100 per day.

Crushing did not start until May 11 when 16 days, or 23 percent of the time, had already elapsed.

In considering this request for time, the Resident Engineer has prepared a good chart which includes some temperature and precipitation data. We have gone a step further and prepared a detailed chart of the actual precipitation at Bonneville for the three months May, June and July.

Paving actually started July 7 or only 4 days before the contract time had elapsed. The precipitation tabulation indicates that there were several runs of dry days after June 14. When the contract time was set, we tried to allow enough time for some reasonably good paving weather in the early part of the summer but avoid the heaviest summer traffic. The weather pattern is not so abnormal as to justify an extension of time on this project where admittedly the A.C. mix and temperatures must be closely controlled.

We do believe it would be reasonable to extend for the last 8 days charged after July 29 when the original placement was complete but some corrective work in the way of removing slick spots was performed.

We therefore ask your concurrence in an 8-day extension, which would still leave 18½ days, or $1,850 liquidated damages in effect.

Very truly yours,

R. L. Porter
State Highway Engineer

ORIGINAL SIGNED BY
By A.E. JOHNSON

A. E. Johnson
Assistant State Highway Engineer

Enc.

bc R. L. Porter
Tom Edwards
F. D. Morgan
J. F. Putnam

JAB:fw ja

RECEIVED
OCT 21 1971
FOR FILING

I-80N-2(42)39
7545

October 20, 1971

St. Paul Fire & Marine Insurance Co.
Portland Office
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

On October 11, 1971, we wrote to you concerning release of final payment on Contract No. 7545 awarded to Interstate Paving Company for work on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County.

Final payment on this contract is $5,365 and the total contract amount is $108,832.45, including $1,344.03 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Hood, Assistant Secretary

dr

cc Interstate Paving Company
204 Webber Road
The Dalles, Oregon 97058

bc Frank Morgan
Ivan Merchant
V. E. Sheeg
Attn: John Kerr
J. F. Putnam

RECEIVED
OCT 12 1971
FOR FILING

I-80N-2(42)39
7545

October 11, 1971

St. Paul Fire and Marine Insurance Company
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

Contract No. 7545 awarded to Interstate Paving Company for work on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County was completed on August 6, 1971, and accepted by the Highway Commission on October 8, 1971.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before October 16, 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc Interstate Paving Company
204 Webber Road
The Dalles, Oregon 97058

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
J. F. Putman

RECEIVED
OCT 11 1971
FOR FILING

I-80N-2(42)39
7545

October 8, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed August 6, 1971 on Contract No. 7545. The contract was with Interstate Paving Company and was for a pavement seal on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 8, 1971 and that you concur in this procedure at the Commission meeting on October 19, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Gary Sund
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
J. F. Putnam
VG:fw

I-80N-2(42)39
7545

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Multnomah County Line - East Cascade Locks

WEEK ENDING: September 18, 1971

SECTION PREFIX: 614-1070

HIGHWAY: Columbia River

COUNTY: Hood River

NAME OF JOB: Multnomah Co. Line-E. Cascade Locks Sect.

KIND OF WORK: Pavement Seal

CONTRACTOR: Interstate Paving Co.

CONTRACT NUMBER: 7545

FEDERAL AID PROJECT NUMBER: I-80N-2(42)39

DATE OF CONTRACT: March 30, 1971

DATE WORK STARTED: May 10, 1971

ESTIMATED COMPLETION DATE: August 6, 1971

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: n/a

WORK DAYS USED: n/a

SPECIFIED CALENDAR DAYS: 75

CALENDAR DAYS USED: 101½

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 135%

PROJECT AUTHORIZATION: $ 133,362.50

EXCLUSIVE OF ENGINEERING: $ 122,787.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ENGINEERING AUTHORIZATION: $ 10,575.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 80%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 106,492.45

ENGINEERING COST TO DATE: $ 10,925.00

Cost this week 0.00

DATE PROJECT WAS COMPLETED: August 6,1971

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 13.3%

PERCENT OF AUTHORIZATION: 103.3 %

Including Engineering: Underrun 12.0%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	Tons PAVING
MILES IN PROJECT					3.37
MILES PARTIALLY COMPLETED					-
MILES COMPLETED					3.37
TOTAL ESTIMATED QUANTITIES (CONTRACT)					7,700
TOTAL QUANTITIES CORRECTED TO DATE					7,570
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					7,570
AVERAGE DAILY QUANTITIES					-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					-
NUMBER OF SHIFTS PER DAY					-
HOURS PER SHIFT					-

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	Calendar WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Partly Cloudy	0		Project completed.
MONDAY	Clear	0		
TUESDAY	Clear	0		
WEDNESDAY	Clear	0		
THURSDAY	Clear	0		
FRIDAY	Clear	0		
SATURDAY	Clear	0		

Routing

Morgan
Decker
Bond
Walker
Boehme
Johnson

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
SEP 21 1971
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Project completed. No work.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed. Semi-Final Estimate and support data submitted Thursday of this week. This is the last Weekly Report to be submitted for this project.

SIGNED J S Sawyer
J. S. Sawyer, Resident Engineer

LOCATION P.O. Box 420
The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
SEP 1 - 1971
FOR FILING

STATE COPY
(R. L. Porter)

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

August 12, 1971

I.80N.2(42)39

7545

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7545
Prefix 614-1070
FAP I-80N-2(42)39

Dear Sir:

All work under Contract No. 7545, Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County, was completed on August 6, 1971.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

By F D Morgan
F. D. Morgan
Construction Engineer

Federal Highway Administration
Oregon Division Office Endorsement

Date August 23, 1971

Conditions noted on above date:

None

cy to Morgan 8-31-71

NOTED
[illegible]

G. L. Green
for R. E. Simpson
Division Engineer

RECEIVED
AUG 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

7-15-71

OSHD Johnson

RECEIVED
AUG 20 1971

STATE CO

FORM PR-33B cc: OSHD (Johnson)
(REV. 3-65) Area Engr Schultz
Region
Wash DC Engineering Coor Group

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ Contact ☒ Project Stage Inspection ☐ Final Inspection

pk

I 80N-2(42)

754

Region No. 8	Report No. 2	County Hood River	Division Oregon
Date of Inspection 7-15-71	Inspection Made By D. B. Carter, Asst Area Engr		Project No. I-80N-2(42)39
In Company With J. S. Sawyer, Res Engr, OSHD		Time Elapsed 109 %	Work Completed 37 %
Quality of Work* Satisfactory	Progress of Work Unsatisfactory		

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

*(*Not applicable for all Contracts.)*

COPY SENT
18 1971

MULTNOMAH CO. LINE - E. CASCADE LOCKS SECTION
COLUMBIA RIVER HIGHWAY
Pavement Seal

1. SCOPE OF INSPECTION:

This was a stage inspection on the pavement seal phase of the subject project. The inspection consisted of a review of the materials test reports, and observation of the jobsite and plant operations.

2. SUMMARY OF FINDINGS:

This inspection indicated that the pavement seal phase of the work on the project is being constructed in reasonably close conformity with the contract requirements and that the project inspection and supervision are in accordance with acceptable practice.

3. FINDINGS:

a. Work Completed

Pavement seal 37% complete

b. Work in Progress

The contractor was laying the pavement seal material on the inside lane and shoulder of the westbound roadway near the west end of the project. The seal is being placed using a Barber Greene paving machine. A small towed laydown machine was being used to lay the inside shoulder strip near the guardrail with the Barber Greene following close behind. In this manner, a joint was not visible after rolling. Rolling is being accomplished using a steel-wheeled roller. The seal is being placed at about 7/8-inch depth to obtain a final depth of 3/4 inch.

Test results indicate the asphalt content of the mixture is running about 7.8 percent. This is comparable to the job mix formula. Some difficulty has been experienced with fat spots appearing in the finished mat. Analysis of these spots indicates the asphalt content in these areas is approximately 11 percent. Most of the areas are minor in size and occurred during the first day or two of the work. These areas will be repaired.

Possibly due to the open graded characteristics of the mix, asphalt concentrated in the lower portion of the load during the haul from the plant. This situation appears to have been corrected by closely controlling the temperature of the mix at laydown to about 250° F.

A local commercial supplier from the Hood River area, B & D Paving, is supplying the seal migture. The aggregate was produced by the prime contractor. The contractor had difficulties producing aggregate within the required grading specifications, and most of the initial production was rejected. The contractor then crushed sufficient material in addition to that mentioned above to meet job requirements. Aggregate production was complete prior to this inspection. A review of the materials tests on file at the Resident Engineer's office indicates the materials being incorporated into the project are in reasonably close conformity with the specifications.

c. Engineering

At the time of this inspection, the inspection staff is considered adequate to control the work in progress.

RECEIVED
AUG 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

I-8'N-2(42)37

Form A-400-416

RECEIVED
JUN 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7545

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 6-4-71
Contingent upon modification of project agreement if additional funds are required
BY G. K. Hosner
TITLE Dist. Engineer
DATE 6-15-71 1
Order No.
FEDERAL HIGHWAY ADMINISTRATION

Project Name Multnomah County Line - East Cascade Locks Date May 27, 1971

Highway Columbia River Contract No. 7545 F. A. Project No. I-80N-2(42)39

County Hood River Prefix 614-1070 Account No. 278-01

Description of Work To Be Done: Temporary Striping and Paint Permanent Traffic Lines and Markings.

Location by Station Numbers:

Throughout project: Sta. 1815+50 to Equation 1980+10.04 Bk. - 196+29.90 Ah. to 209+50

Estimate of Quantities and Costs:

Temporary Striping Scotch-Lane Tape			$ 240.00
Permanent Striping:			
6.7 Mi.	4-in. Beaded Skip Centerline	@ $29.00/Mi.	$ 194.30
13.5 Mi.	3-in. Beaded Solid Shoulder Line	@ $42.00/Mi.	567.00
2.0 Hrs.	Painting Traffic Legends	@ $56.00/Hr.	112.00
		Total	$1,113.30

Explanation:

This was an extra anticipated item on the project. Partial funds ($500.00) were provided in the Original Authorization. This work is to be performed by State Forces.

Agreed unit prices in effect at the time work is done will be used.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem.. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . $ 133,362.50
Present estimate of project cost, including $ 1,113.30 for work under this order $ 133,362.50
Expected under-run / over-run (amount) . . . . . . $ 0.00
Expected under-run / over-run (per cent) 0%

Space to right of this line is for use of Salem Office

NOTED
TOM EDWARDS

Submitted by J. S. Sawyer, Resident Engineer

Approval Recommended: Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: J. F. Hultman Division Engineer

Approved: ~~[illegible]~~ Engineer,

6-21-71

RECEIVED
APR 26 1971
FOR FILE

I-80N-2(42)39
7545

April 23, 1971

Interstate Paving Company
204 Jobber Road
The Dalles, Oregon 97058

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7545 for pavement
seal on the Multnomah County
Line-East Cascade Locks Section
of the Columbia River Highway in
Hood River County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc St. Paul Fire & Marine Insurance Company
Portland Branch Office
1900 N. E. Irving Street
Portland, Oregon 97232

bc F. D. Morgan
I. D. Merchant
J. S. Sawyer
J. F. Putnam

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 4-84	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT	COUNTY Hood River
PROJECT REPORT NO. 6	(PPM 21-7) 4-14-71	PROJECT NO. I-80N-2 (42) 39

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Multnomah County Line - E. Cascade Locks Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	7-2-68	3.367
OTHER (Specify)		

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT $ 125,730	FEDERAL FUNDS $ 115,998

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By
(Division Engineer)

For R. E. Simpson

Date executed by Division Engineer 14 APR 1971

Oregon State Highway Division

Federal-Aid
Project No. I-80N-2 (42) 39

MULTNOMAH COUNTY LINE -E. CASCADE LOCKS SECTION

OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

Salem, Oregon, April 12, 1971

Project agreement estimate.

(Type Code 6201
Pavement Seal (Sta. 1815 + 51.23 thru Equa. Sta. 1980 + 10.04 = Sta. 196 + 29.90 to Sta. 209 + 50)

Temporary Protection and Direction of Traffic	All Required		$ 3,500.00
Asphalt in Tack Coat	26 ton	$55.00	1,430.00
Plant-Mix Seal Coat Mixture	7,700 ton	11.50	88,550.00
Asphalt Cement in Mixture	540 ton	33.00	17,820.00
			$111,300.00
Flagging (60% of Contractors Cost)	All Required		$ 3,000.00
	Subtotal		$114,300.00
	10% Engr. & Cont.		11,430.00
	Total		$125,730.00

Length of Roadway ---------------- 3.367 miles
Cost of Roadway per Mile ---------- $37,341.84

Retained in Program Status

Permanent Pavement Striping	All Required	$ 500.00
P.C. Filler	All Required	2,700.00
	Subtotal	$ 3,200.00
	10% Engr. & Cont.	320.00
	Total	$ 3,520.00

Oregon State Highway Division

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Pavement Seal	$125,730.00	$115,998.00	$ 9,732.00
Retained in Program	3,520.00	3,247.00	273.00
Total	$129,250.00	$119,245.00	$10,005.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31 Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1-100%
Contract No. 7545
Prefix 614-1070

3-3-71

RECEIVED
MAR 23 1971
FOR FILING

FORM PR-1240
(REV. 3-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

NOTICE OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-80N-2(42)39

STATE PROJECT NO.: Multnomah Co. Line - E. Cascade Locks Section

COUNTY NAME: Mt. Hood

PROGRAM STAGE (Check): ☐ 1 ☒ 2

PROGRAM NO.:

ITEM NO.: I-542

FROM:
R. E. Simpson, Division Engineer
Salem, Oregon

TO:
Mr. R. L. Porter
State Highway Engineer
Salem, Oregon

I-80N-2(42)39
7545

Young 3-22-71

FEDERAL ROUTE NUMBER: Interstate Route 80N

STATE ROUTE NUMBER: State Route 2

DATE PS&E APPROVED: March 3, 1971

DATE AUTHORIZATION EFFECTIVE: March 3, 1971

LIMITS OF AUTHORITY

After concurrance in award you are authorized to proceed with contractor's flagging increased to the amount of $3,000.00 as shown in your estimate.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Contractor's flagging increased to $3,000.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Young's July 1, 1968 certifying statements are accepted as being still applicable for this project. Authorization to advertise this project was given July 2, 1968.

Revised PS&E documents for the subject project have been reviewed and are approved.

A signed copy of the Title Sheet is returned herewith.

NOTED
F. B. KLABOE

DATE: March 3, 1971

SIGNATURE OF APPROVING OFFICIAL:

TITLE: Division Engineer

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
MAR 17 1969

UNITED STATES GOVERNMENT

Memorandum

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 13, 1969

In reply refer to: 08-35-EC/400.1

copy 'no Hearing' file

I-80N-2(42)39

17545

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Public Hearing Requirements

We concur that hearings are not required for the following projects under the provisions of paragraph 6c of PPM 20-8:

I-80N-2(42)39, Multnomah County Line-East Cascade Locks Section
Columbia River Highway, Hood River County
Work: Pavement Seal

I-5-3( )145, Cabin Creek Safety Rest Area
Pacific Highway, Douglas County
Work: Water System (Installation of)

I-80N-6( )252, Hilgard-Perry Section
Old Oregon Trail Highway, Union County
Work: Fencing (along Scenic Strip)

I-5-2( )69, N. & S. Canyonville Interchanges & W. Fork Interchange
Pacific Highway, Douglas County
Work: Roadside Improvement

I-5-2( )72, Speaker Road, Wolf Creek & Sunny Valley Interchanges
Pacific Highway, Josephine County
Work: Roadside Improvement

I-5-4( )235, Dever Road-N. Albany Interchange Section
Pacific Highway, Linn County
Work: Roadside Improvement

3-17-69

REFERRED TO
Young
By Asst. State Hwy. Engr.

RECEIVED
MAR 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 21 1968

FORM PR-181A (2-68) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

I-80N-2(42)39
7545

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 19, 1968

In reply refer to: 08-35.EC/710.11

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's June 11, 1968 letter requested inclusion of one item in the subject program. This Stage 2 Construction Phase project is approved effective today:

Item	Project	Location	Work
542	I-80N-2(42)39	Multnomah Co. Line- E. Cascade Locks	Pavement seal

The eligibility of the stage construction project was previously established by April 24, 1967 memorandum on I-80N-2(8)38 and our May 31, 1967 P.S. & E. memorandum on I-80N-2(37)39.

This action provides for overlay pavement seal for 3.37 miles of Interstate at an estimated cost of $90,000 of which $82,000 is reserved as Federal-aid funds.

NOTED
F. B. KLABOE

6-21-68

REFERRED TO
Young
By Asst State Hwy. Engr

RECEIVED
JUN 20 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

6-11-68

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	FEDERAL-AI (P

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-80N Multnomah Co. Line to E. Cascade Locks 21 65	ADT	PRESENT 5,800	FUTURE 13,400 (66) (70)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Pavement Seal 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME	
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERA I-

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJ TOTAL ESTIMATED COST	FEDERAL FUN
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE		I-80N Multnomah Co. Line to E. Cascade Locks.			
5					ROW					
5					CONST (CODE)			3.37	90,000	82,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	3.37	90,000	82,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

Locks 65

ADT PRESENT 5,800 FUTURE 13,400 (66) (70) YEAR 88 (71) (72)

REGION 08

STATE NAME Oregon

STATE CODE 35 (2) (3)

APPN CODE 042 (4) (6)

ITEM NO. 542 (14) (18)

V AGCY (69) DA CLASSIF. (70) DA AREA (71)

EMERG. YR. (72) (73)

PL. AUTH YR (74) (75)

PROJECT NUMBER

PREFIX LETTER (S) I 14 23

NUMBER 80-2 7

SEQ. NO. (42) 13

I. Projects Only

POST MI. 39 (24) (26)

DESIG. N 27

COUNTY NAME Hood River

CODE 027 (14) (16)

ROUTE NO. I

FEDERAL-AID I-80N (32)

STATE (36)

U.S. (37) I-80N (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Pavement Seal consisting of 3/4" lift plant mix. A.C. (Stage construction of pavement structure to provide 4-12' Lane facility)
3.37	90,000	82,000	8,000		ROW-250' Normal; Access control-Full; Parking Restrictions-Complete.
3.37	90,000	82,000	8,000		
(16)	(23) (24)	(33)			

REMARKS Additional Data: Items 36B, 14C, 36A, 36D and 491; Project I-80N-2(8), (11), (16), (20) and (37).

USCOMM DUSCOMM-DC 48908-P61

S-17-102(1) Jumpoff Joe Cr.-Louse 1971
Cr. Sec. N. of Grants
7546 Pass (Gr. pav. sign)

FAS 265 was redesignated to FAS 17-101 and 17-102; Supplemental Tabulation 170(17) dated 4/10/68.

(see FAS 17-101)

See Josephine Co Rds file

For Co project:

Jump Off Joe Cr (Hugo Rd) Bridge

on FAS 17-101/17-102

Contract 7546
S-17-102(1)

July 17, 1974

Mr. Wally Owen
Josephine County Engineering
  Supervisor
Courthouse
Grants Pass, Oregon 97526

Re: Money Receipts

Dear Mr. Owen:

Enclosed are two receipts that were sent to us by mistake. They are both from the County Treasurer to the County Commissioners.

They are a refund of $347.20 for a reconnaissance survey for a highway between Gold Beach and Grants Pass, and a refund of $29,129.85 for the [redacted].

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

☑ ENGR. ☑ ASST. ■ OE ☐ AE ■ UE
☑ UPE ☐ CE ☒ RE ☐ RPE ☐

June 28, 1974

Josephine County Board of Commissioners
Courthouse
Grants Pass, Oregon 97526

Attention Mr. Wally Owen
Engineering Supervisor

Gentlemen:

Final costs, as shown in the enclosed cost statement, are now available on:

Jumpoff Joe-Louse Creek Section
FAS 17-102

In accordance with an agreement dated May 29, 1968 the amount of $29,129.85 is due the County. You will receive a refund in this amount.

Very truly yours,

George M. Baldwin
Administrator of Highways

By H. S. Cox

H. S. Cox
County and City Engineer

HR:ljt
Encl.

☑ ENGR. ☑ COOR. ☑ CE ☐ AE ■ UE
☑ DPE ☑ CE ☑ RE ☑ DPE ☐

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:**

County JOSEPHINE **Contract No.** 7546 **Date Completed** 11/5/71

FAS 17-102 **Section** Jumpoff Joe-Louse Creek

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payment to Contractor (Fed. Part)	716,178.36
Striping	897.20
Payment to Railroad	40,580.33
Engineering	78,885.82
On-the-Job Trainee	114.66
Credit for liquidated damages	- 2,700.00
	$833,956.37
Payment to Constractor (Non-Part)	$ 3,100.99
Signing	191.93
Payment to Railroad	614.24
Engineering	639.34
Audit	20.34
	$ 4,566.84

Total Cost of Project - $838,523.21

Federal Participation $530,090.08

County Share of Construction Cost Per Agreement:

$\frac{1}{2}$ (834,616.05-530,090.08) + 3,907.16 = $\frac{304,525.97}{2}$ + 3,907.16 =

152,262.99 + 3,907.16 = $156,170.15

County advance deposit	$185,300.00
County Share of Construction Costs	156,170.15
Refund Due County	$ 29,129.85

Reference: Billing Form cc 1404

RECEIVED
MAY 10 [illegible]

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS cst

FOR FILING

c: OSHD (Young)
Region
Wash HC

5-15-72

7546

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT

SIGNATURE R. D.

TITLE Programing Engineer

BUREAU OF PUBLIC ROADS INSPECTION MADE BY P. V. Riedl, Area Engineer

IN COMPANY WITH Al Chapman, Res Engr; Pat Schwartz, Reg Constr Engr

CONTRACTOR'S NAME Robert D. Copeland

STATE Oregon

REGION NO. 10

COUNTY Josephine

PROJECT NO. S-17-102(1)

DATE OF INSPECTION 11/11/71

CONTRACT AMOUNT $746,873.00

DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Grade, Drain, High Type Pavement
and Railroad Crossing Signals.
2-12' Lanes, 8' Shoulders.

5-17-72

COPY SENT
MAY 15 1972
REGIONAL OFFICE

Johnson Young

NOTED
TOM EDWARDS

NOTED
A. E. JOHNSON

IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 40 feet)

TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN: TYPE CODE NUMBER	STRUCTURES OVER 20-FOOT SPAN: NET LENGTH (Miles)
6203	3.625	40	--	--

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.*

cy Const 5-17-72

JUMPOFF JOE CREEK-LOUSE CREEK INTERCHANGE SECTION
Grading, Paving and Signing

The project is located approx. 3 miles northwesterly of Grants Pass extending from I-5 at the Louse Creek Interchange 3.63 miles to Merlin, Oregon.

The work consisted of the construction of 3.63 miles of roadway grading, plant-mix aggregate base, plant-mix bituminous base and asphalt concrete pavement.

The contract was awarded to Robert D. Copeland, 695 SE "J" Street, Grants Pass, Oregon 97526 for $746,873.00. The contract was scheduled to be completed within 165 calendar workdays.

(more)

ACCEPTANCE OF PROJECT IS RECOMMENDED

SIGNATURE Original signed by P. V. RIEDL
P. V. Riedl

TITLE Area Engineer

DATE 5/11/72

ACCEPTED BY BUREAU OF PUBLIC ROADS

SIGNATURE Original Signed by R. E. Simpson
Original Signed by R. E. Simpson
R. E. Simpson

TITLE Division Engineer

DATE 5/15/72

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

S-17-102(1)

The project was awarded on March 31, 1971 with time starting April 23, 1971. The work was completed November 5, 1971, 28 calendar days beyond the contract completion date. An extension of 10 days was granted leaving 18 days of liquidated damages at $150.00 per day.

The final contract amount was about $719,000.00, a 3.7% underrun.

The statement of overruns and underruns is located in the Division office files. The State's April 13, 1972 material certificate is attached to the Division office copy of this report.

RECEIVED
MAR 9 - 1972
FOR FILING

7546

March 9, 1972

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On February 15, 1972, we wrote to you concerning release of final payment on Contract No. 7546 awarded to Robert D. Copeland for work on the Jumpoff Joe Creek-Louse Creek Interchange Section of FAS 17-102 in Josephine County.

Final payment on this contract is $37,346.15 and the total contract amount is $716,579.35, including $9,967.71 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Robert D. Copeland
P. O. Box 606
Grants Pass, Oregon 97526

bc Frank Morgan
Walt Hart
V. E. Shoog
Attn: John Kerr
James Versteeg

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FEB 15 1972
FOR FILING

S-17-102(1)
7546

February 14, 1972

Oregon State Highway Commission

Gentlemen:

Work was completed November 5, 1971 on Contract No. 7546. The contract was with Robert D. Copeland and was for grading, paving and signing on the Jumpoff Joe Creek-Louse Creek Interchange Section of the FAS 17-102 Highway in Josephine County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 11, 1972 and that you concur in this procedure at the Commission Meeting on February 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

VG:dg

bc Floyd Query
George H. Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
Gary Ross
G. L. Sund
L. H. Young
F. D. Morgan
V. E. Skoog
H. S. Cox
W. J. Hart
J. H. Versteeg

S-17-102(1)
7546

FORM E-1 (REV 10-60)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Jumpoff Joe Creek - Louse Creek Interchange

WEEK ENDING: December 11, 1971

SECTION PREFIX: 517-1072

HIGHWAY: FAS 17-102

COUNTY: Josephine

NAME OF JOB: Jumpoff Joe Creek-Louse Creek Interchange

KIND OF WORK: Grading, Paving & Signing

CONTRACTOR: Robert D. Copeland

CONTRACT NUMBER: 7546

FEDERAL AID PROJECT NUMBER: S-17-102(1)

DATE OF CONTRACT: 3-31-71

DATE WORK STARTED: 4-6-71

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

SPECIFIED ~~CALENDAR~~ work DAYS: 165

WORK DAYS USED

~~CALENDAR~~ work DAYS USED: 193

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 117

PROJECT AUTHORIZATION: $ 926,356.35

EXCLUSIVE OF ENGINEERING: $ 852,900.78

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 778,482.99

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . . 9 %

ENGINEERING AUTHORIZATION: $ 73,455.57

ENGINEERING COST TO DATE: $ 76,615.00

PERCENT OF AUTHORIZATION . . . . . 104 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: 11-5-71

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.63	3.63			3.63
MILES PARTIALLY COMPLETED					
MILES COMPLETED	3.63	3.63			3.63
TOTAL ESTIMATED QUANTITIES (CONTRACT)	65,000	113,000			32,600
TOTAL QUANTITIES CORRECTED TO DATE	60,241	100,136			32,768
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	60,241	100,136			32,768
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			
MONDAY	Cloudy & Showers			
TUESDAY	" "			
WEDNESDAY	" "			
THURSDAY	" "			BEN GIFFORD
FRIDAY	" "			
SATURDAY				

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson
Pease
Swart
Clontz
Litchfield
Gallagher
Stein

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DEC 14 1971
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

In office completed semi-final estimate and submitted to the Region Office December 10th.

FINAL REPORT.

SIGNED

LOCATION Grants Pass

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
DEC 9 1971
FOR FILING

S 17-102 (1)

7546

7

November 26, 1971

Mr. Robert D. Copeland
P. O. Box 600
Grants Pass, Oregon   97526

Dear Mr. Copeland:

The State Highway Commission at its meeting on November 24, 1971, considered your request for an extension of time of 14 days on Contract No. 7546 for work on Jumpoff Joe Creek-Louse Creek Interchange Section of FAS 17-102 in Josephine County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you an extension of 10 days without assessment of liquidated damages.

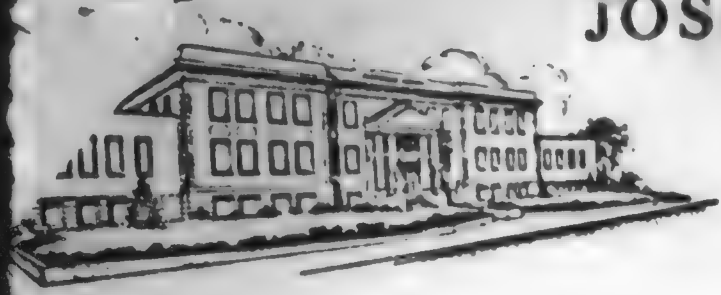
If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bc F. D. Morgan
V. E. Shoog
C. T. Kensey
A. L. Chapman

JOSEPHINE COUNTY OREGON



COUNTY COURTHOUSE
GRANTS PASS, OREGON 97526
Tel. 476-7733

Office of
BOARD OF COUNTY COMMISSIONERS

Kenneth E. Jackson
[redacted]
M. C. Loughridge
Geo. A. Calvert

November 12, 1971

W. E. Schwartz
Assistant Division Engineer
Division C
Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Schwartz:

Please be advised of the acceptance of the "Jumpoff Joe Creek-Louse Creek Interchange" Section of the Merlin-Galice Road, FAS 17-102 of Josephine County.

As you know, Josephine County Commissioner Kenneth E. Jackson, accompanied by Josephine County Roadmaster Robert Parkhill and W. D. Owen, Supervisor, Engineering Department, inspected the above described section of road with you, Mr. Al Chapman, Oregon State Highway Resident Engineer, and Paul Riedle, Bureau of Transportation, on November 11, 1971.

It was the considered opinion of those making the inspection that the road was constructed in a satisfactory manner and acceptable to Josephine County.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

By Kenneth E. Jackson
Chairman

By M. C. Loughridge
Commissioner

By Geo. A. Calvert
Commissioner

WDO:jb

8

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☐ UPE ☐ DE R RE ☐ NPE ☐

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NOV 11 1971
FOR FILING

S-17-102(1)

7546

November 9, 1971

Federal-Aid Proj. No. S-17-102(1)

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

All work under Contract No. 7546, Jumpoff Joe Creek-Louse Creek Interchange Section of the FAS 17-102 Highway in Josephine County, was completed on November 5, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

VG:bb

RECEIVED
NOV 8 - 1971
[illegible]

S-17-102(1)
7546

November 8, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 7
November 24, 1971

Gentlemen:

Robert D. Copeland, contractor on the Jumpoff Joe Creek-Louse Creek Interchange Section of FAS 17-102 in Josephine County, Contract No. 7546, has requested a 14-day extension of the contract time because of soft subgrade problems on a portion of the project where overexcavation was required and installation of perforated drains. The project is almost complete, with the latest estimated completion date being November 5. On this basis, 28 days' liquidated damages will accrue at the rate of $150 per day or $4,200.

Bids were opened on this project March 23, 1971 and work started promptly in early April. The wet subgrade problem resulted in the only two significant Price Agreements added. These were for perforated drain pipe and barrow gravel for select subgrade material. The job progress was slowed for 3 weeks in July when the added work was done intermittently. Extension is recommended for approximately one-half of this time, or for 10 days.

This will still leave probably 18 days and $2,700 in liquidated damages. This is a Federal-aid Secondary project and specific Federal Highway Administration approval is not required.

This matter will be on the agenda for your consideration at the November 24 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

FW:fr kw
cc: Floyd Query
Tom Edwards
A. E. Johnson
Gary L. Sund
F. D. Morgan
V. E. Skoog
L. H. Young
C. T. Keasey

4k

REQUESTS FOR EXTENSION OF TIME

Commission Meeting November 24, 1971

Request No.	Contract No.	Contractor	Section and Highway	Time Requested	Recommendation
1	7592	N. A. Toole Constr. Co.	Harper Jct. Rock Production, Central OR Hwy	16 days	grant 18 days
2	7486	Madson & Stokes Elec. Contr.	"B" Avenue-Middlecrest Rd. (Lake Oswego) Oswego Highway	28 days	assess L.D. = $1,400
[illegible]	7401	Ross Bros. Constr. Co.	Midland Info Center, The Dalles-Cal. Hwy	11/30/70-4/14/71	assess L.D., 12/1/ - 12/14/70 $1,050
4	7323	Donald M. Drake Co. & S. S. Mullen	Sunset Hwy-Beaverton Sec. Beaverton-Tigard Hwy.	318 days	grant 104 days
5	7594	Cascade Constr. Co.	Raleigh Hills-Hillsdale Sec., Beavetton-Hillsdale Highway	6 days	grant 6 days
6	7501	Ross Bros. Constr. Inc.	Nestucca R. (Ollie Woods) Br., FAS 613	70 days	grant 37 days; assess L.D. 34 days = $3,400
7	7546	Robert D. Copeland	Jumpoff Joe Cr.-Louse Cr. Interch., FAS 17-102	14 days	grant 10 days; assess L.D. 18 days - $2,700
8	7214	Andersen-Hannan	W. Fremont Interch., Stadium Freeway	120 days	grant 58 days
9	7430	All City Landscape, Inc.	Sunset Safety Rest Area Sunset Highway	16 days	grant 13 days
10	7525	Robert L. Divine	Eugene (Blue Star) Safety Rest Area, Pacific Hwy W.	6/1/71-8/23/71	grant 6/24/71 (Unit a) 8/23/71 (Unit b)
11	7452	Peter Kiewit Sons' Co.	Hubbard Interch. Sec., Pacific Hwy. (I-5) (Unit a)	86 days	grant 13 days; assess L.D. - 35 days = $5,250
12	7151	Guy F. Atkinson Co.	Tualatin R.-Pacific Hwy. Sec., E. Portland Freeway	811 days	grant 103 days
13	7352	Gibbons & Reed Co.	Weatherby-Lime Sec., Old Oregon Trail Hwy.	37 days	grant 32 days
14	7492	Paul Zimmerly Road Constr.	Gellatly Summit Sec., Corvallis-Newport Hwy.	17 days	grant 10 days

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7546 Contractor Robert D. Copeland

Highway FAS 17-102

Section Jumpoff Joe Creek - Louse Creek Interchange

Kind of Work Grading, Paving & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 10 days extension for soft subgrade excavation and P.A. 2 (perf. pipe) and P.A. 3 (gravel backfill) added.

Recommended for Approval:

Division Engineer

John A. Bird

Construction Engineer or ~~Bridge Engineer~~

R. E. Johnson

Assistant State Highway Engineer

Contract No.	7546
Project designation (State-Federal)	S-17-102(1)
Date awarded	3-31-71
Work started	4-6-71
Per cent completed (Date)	67%
No. of Workdays Allowed	165
No. of Workdays Used	161
No. of Added Workdays Requested	14

E-380 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 10/1/71, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 165 days to 179 days, within which to complete our Contract No. 7546, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Between the days June 15,1971 thru July 15,1971 the old roadway was excavated numerous wet areas had to be dug out, 8" perforated metal drain pipe installed and backfilled with select material to insure solid subgrade. This we could not have anticipated when we prepared our bid.

Respectfully submitted,

ROBERT D COPELAND
Contractor

By R D Copeland

CONSENT OF SURETY

Date October 1, 1971

We, UNITED PACIFIC INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

(SEAL)

James A. Clark
Resident A

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 3, 1971

SUBJECT: Request for Time Extension
Jumpoff Joe Creek-Louse Creek
Interchange Section
Contract No. 7546

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Robert D. Copeland, contractor on the subject project, requests a 14-day extension of the contract time because of soft subgrade problems on a portion of the project where over excavation was required and installation of perforated drains. Bids were opened on this project March 25, 1971 with five bidders. Work started promptly in early April. The 165 days allowed expired October 8, 1971. The project is almost complete with the latest estimated completion date being November 5. On this basis, 28 days liquidated damages will accrue at the rate of $150 per day or $4,200.

The job is relatively free of changes. A small underrun of grading and surfacing quantities is indicated. Our file is attached and you will note there is a difference of opinion between the Resident Engineer and the Region office as to the merits of an extension. The wet subgrade problem did result in the only two significant Price Agreements added. One of these is for 300 feet of perforated drain pipe and the other for bar run gravel (the actual quantity is 760 cubic yards) for select material in the wet subgrade areas. This quantity does not represent the entire subgrade excavation overrun as part of it was apparently backfilled with the old pavement surface which was being removed.

The three-week period from July 7 to July 28 seems to be the time when the job progress was slower. The Resident Engineer lists some specific dates in this interval of time when the over excavation was performed. We note from the weekly reports that the grading item progressed only 10 percent (from 46 percent to about 56 percent complete) during this three weeks.

I would recommend a compromise and recognize one-half of this time or 10 days as valid extension. This will still leave probably 18 days and $2,700 liquidated damages. This is a Federal-aid Secondary project and does not require FHWA approval A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

RECEIVED
NOV 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:fw
Enc.
cc V. L. Gallagher

FORM [illegible] (REV. [illegible])

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 12, 1971

To: A. Chapman
Resident Engineer

SUBJECT: Permenant Striping
Jumpoff Joe Creek-Louse Creek Intch.
FAS 17-102, Merlin-Galice Co. Road
Josephine County
Contract #7546

Josephine County has requested that the permenant striping be included in the above project and be done by State forces. Apparently Secondary Federal Aid Funding is available to Josephine County for this work. Therefore, using the attached estimate, iniate an SFO for permenant striping on the subject project by State forces.

Upon approval of the SFO, and when the project is ready for striping, spot the required centerline, shoulder lines and channelization throughout the project and call the Region Office Engineer for scheduling ~~of~~ of the States striping crew.

C. Anderson
C. Anderson
Region III Office Engineer

CA/kg
attach.

cc: John Bond
H. S. Cox ✓
Paul Riedl

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COUNTY & CITY SECTION
OCT 13 1971
☑ ENGR. ☑ CJOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

SP*[illegible]

Jumpoff Joe Creek-Louse Creek Section
FAS 17-102, Merlin-Galice Co. Road
Josephine County
Contract 7546

Permenant Striping Estimate

4" Beaded Skip Line, 3.6 mi at $30.00/mi =	$108.00
3" Beaded Solid Shoulder Line, 7.2 mi at $44.00/mi =	$316.80
6 Pavement Legend Crew, 8 hrs. at $58.00/hr =	$464.00
Total	$888.80

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FAS 17-102
Joseph Co
B-3

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 7, 1971

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Attn: Mr. Paul Riedl
Area Engineer

Re: I-5 - Jumpoff Joe Creek Section
Merlin-Galice Road, FAS 17-102
Project #S-17-102(1)

Dear Mr. Simpson:

Josephine County has requested that the striping and traffic control painting be included in the project and that it be done with State forces. It has been determined that it is in the public interest to have the State Highway Division perform this work because there are no contractors in the immediate area equipped to do this work.

It is estimated that this striping will cost approximately $1,000.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Harold Reynolds
for H. S. Cox
County and City Engineer

County-City advised to cover thereby a finding in the public interest in their [illegible]. They would [illegible] under [illegible] in a memo [illegible] their files

HR:ljt

cc: C. T. Keasey
John Bond
Paul Hatcher

RECEIVED
COUNTY & CITY SECTION
☑ ENGR. ☑ [illegible] ☑ [illegible] ☑ [illegible] ☑ UE
☑ UPE ☑ RE ☐ RE ☑ RPE ☐

✓

October 7, 1971

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Attn: Mr. Paul Riedl
Area Engineer

Re: I-5 - Jumpoff Joe Creek Section
Merlin-Galice Road, FAS 17-102
Project #S-17-102(1)

Dear Mr. Simpson:

Josephine County has requested that the striping and traffic control painting be included in the project and that it be done with State forces. It has been determined that it is in the public interest to have the State Highway Division perform this work because there are no contractors in the immediate area equipped to do this work.

It is estimated that this striping will cost approximately $1,000.

Very truly yours,

R. L. Porter
State Highway Engineer

By

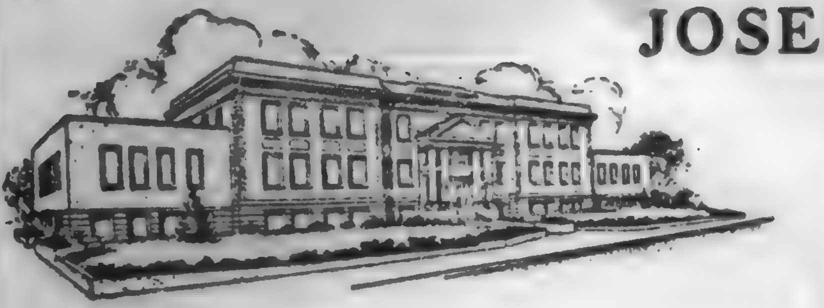
H. S. Cox
County and City Engineer

MR:ljt

cc: C. T. Kenney
John Bond
Paul Hatcher
V. Gallagher

FAS
17-102

JOSEPHINE COUNTY OREGON



COUNTY COURTHOUSE
GRANTS PASS, OREGON 97526
Tel. 476-7733

Office of
BOARD OF COUNTY COMMISSIONERS

Kenneth E. Jackson
Joel L. Barker
~~M. C. Loughridge~~
George A. Calvert

October 6, 1971

Mr. A. L. Chapman, Resident Engineer
Oregon State Highway Department
2100 N. W. Scoville Road
Grants Pass, Oregon

Re: Louse Creek Interchange
Merlin Section of the
Merlin-Galice Road

Dear Sir:

It has come to the attention of the Board of County Commissioners that traffic control striping has not been included as part of the construction of the Louse Creek Interchange-Merlin Section of the Merlin-Galice Road.

The Board of County Commissioners, therefore, requests that striping and traffic control painting be provided by the Oregon State Highway Department as part of the construction project under cost ratio for F.A.S. projects.

Thank you for your attention to this matter.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

By Kenneth E. Jackson
Commissioner

By M. C. Loughridge
Commissioner

By Geo. A. Calvert
Commissioner

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OCT - 7 1971
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☐ UPE ☐ CE ☑ RE ☐ RPE ☐

WDO:mf

cc: C. T. Keasey, Regional Engineer
Roseburg, Oregon

H. S. Cox, County and City Engineer
Salem, Oregon

The Board
says this will cost
approx $1000

FA S 17-102

Joseph Co

Southern Pacific Transportation Company

251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO
GMO 73187
0-0-Jos-69-12

September 7, 1971

Routing
Morgan
Decker
Bond
Boehme
Johnson
Posse E
Swan
Glenn
/ Litchfield F
Gallagher
Stein

RECEIVED
SEP 9 1971
CONSTRUCTION
DIVISION

Mr. Per E. Zimmerlund
County Engineer
Josephine County Courthouse
Grants Pass, Oregon 97526

Dear Sir:

In accordance with agreement dated June 23, 1970 covering the reconstruction of grade crossing C-481.9 Merlin, and in accordance with PUC Order No. 70-432, this is to advise that automatic crossing gates were placed in service September 2, 1971 at this crossing.

Yours truly,

AWKilborn

cc: Mr. F. D. Morgan ✓
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Mr. Don A. Haakenson
Supervisor Transportation Services
Public Utility Commissioner
Salem, Oregon 97310

Attention: Mr. Lionel Topaz
Transportation Specialist

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SEP 9 1971
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☐ RPE ☐

Copies to:
RE Simpson
FB Klaboe
HS Cox
JL Sollis
CT Kearsley
AL Chapman
JE Holcomb

9-9-71
I

E JOHNSON
ORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
MICHAEL GILLETTE
LAWRENCE J. HALL
LESLIE S. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
E. DAVID LADD

JAMES F. LARSON
JOHN R. McCULLOCH
FRANK G. McKINNEY
EARL M. PRESTON
R. KEN ROBERTS
GEORGE E. ROHDE
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

Joseph. Co.

FAS 17-102

Jumpoff Joe Cr - Louse Cr Intrchg.

August 19, 1971

Mr. Tom Edwards
Deputy State Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: In the Matter of the Application of Josephine County for the authority to alter a county road grade crossing over the tracks and right of way of the Southern Pacific Transportation Company, in the vicinity of the City of Merlin.

Dear Tom:

Herewith I hand you a copy of Order No. 71-429 issued by the Public Utility Commission under date of August 16, 1971, relative to the above subject matter.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:mjg
Enclosure
cc- Frank Morgan
C. T. Keasey
T. W. Litchfield
H. S. Cox

RECEIVED
COUNTY & CITY SECTION
AUG 20 1971
☑ ENGR. ☑ COOR. ☑ GE ☑ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

Order No. 71 - 4 2 9

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-505

In the Matter of the Application of JOSEPHINE COUNTY for authority to alter a county road grade crossing over the tracks and right of way of the Southern Pacific Transportation Company, in the vicinity of the City of Merlin, in the Northwest quarter of the Southeast quarter, Section 21, T. 35 S., R. 6 W., Willamette Meridian, Josephine County	SUPPLEMENTAL ORDER

On July 27, 1971, Josephine County duly filed a petition with the Commissioner for a supplemental order in the above docket. The purpose of the petition is to authorize the use of a temporary crossing during the alteration project authorized in Commissioner's Order 71-432, issued May 27, 1970.

Copies of the petition were duly served upon Southern Pacific Transportation Company, Pacific Northwest Bell Telephone Company, Pacific Power and Light Company, and the Oregon State Highway Commission.

The detour route to be used is over an existing private railroad crossing operated by Bate Plywood Company, Incorporated.

By letter dated August 12, 1971, Bate Plywood Company, Incorporated, consented to temporary use of its private crossing.

By letter dated August 13, 1971, the Oregon State Highway Division assumed all costs of the detour project.

In their letter of August 13, 1971, the Oregon State Highway Division clarified the length of time necessary to complete the project and asked that authority to maintain the temporary grade crossing be granted for the period August 16, 1971, through August 20, 1971.

Due consideration has been given to all representations in the petition and responses thereto. No matters within the scope of ORS Chapter 763 remain in issue and no hearing will be required.

Based upon the petition and files of the Commissioner, it is found that the petition should be granted upon the following terms and conditions; it is therefore

ORDERED that:

(1) The authority to maintain a temporary crossing as requested herein is hereby granted.

(2) Applicant shall cause the temporary crossing to be protected by two Commissioner's No. 1R crossbuck signs and two standard highway stop signs appropriately placed at the crossing.

(3) Oregon State Highway Division, subject to its agreements with Josephine County, shall bear all costs of the temporary crossing, including the costs of installation, maintenance and removal of the signs ordered herein.

(4) Authority to maintain the temporary crossing is granted for the period of August 16, 1971, through August 20, 1971, inclusive.

Made, entered and effective AUGUST 16 1971.

Diarmuid F. O'Scannlain
Public Utility Commissioner

RECEIVED
AUG 1 3 1971
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

S-17-102(1)
7546

RECEIVED
AUG 1 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

August 13, 1971

Mr. Don Haakensen, Supervisor
Transportation Services
Public Utility Commissioner
Public Service Building
Salem, Oregon 97310

Re: Temporary Detour
Grade Crossing No. C-481.9
Jumpoff Joe Creek-Louse Creek
Interchange Section
FAS 17-102
Josephine County
SXF 305

ATTENTION: Mr. Len Topaz
Transportation Specialist

Gentlemen:

Herewith you will find a copy of our telegram to the Southern Pacific Transportation Company, dated August 13, 1971, outlining the terms of use of the temporary grade crossing at the above captioned location.

You will also find attached a copy of a letter from Mr. Walter H. Parks, Plant Manager, Bate Plywood Company, Incorporated, dated August 12, 1971, indicating their approval of our use of their private grade crossing for the week of August 16 through August 20, 1971.

I have been advised by the Portland office of the railroad that they have no objection to our use of this temporary grade crossing in light of the conditions stated in the telegram. We will very much appreciate your issuing an order for this temporary grade crossing as soon as possible since the railroad's forces are available to begin their work on Monday, August 16, 1971.

Your cooperation in expediting this matter will be very much appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:df
Enclosures
cc: Southern Pacific Transportation Company -
San Francisco
Southern Pacific Transportation Company -
Portland

A. E. Johnson
L. I. Lindas
C. T. Keasey
A. L. Chapman
J. E. Holcomb

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram
TELEGRAM
DAY LETTER
NIGHT LETTER

$
S
E

WESTERN UNION
TELEGRAM
W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE
LETTER TELEGRAM
SHORE-SHIP

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED
			State Highway Division	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

August 13, 1971

Mr. H. M. Williamson, Chief Engineer
Southern Pacific Transportation Company
One Market Street
San Francisco, California 94105

ATTENTION: D. M. Holcomb
Re: Temporary Detour, Grade Crossing No. C-481.9
Jumpoff Joe Creek-Louse Creek Interchange Section
FAS 17-102
Josephine County
SXF 505
Your File: 91168/323-2
0-0-JOS-69-12

The State wishes to activate the above captioned detour grade crossing on Monday, August 16, 1971.

We agree to the following:

1. Southern Pacific Transportation Company will be reimbursed for any expenses incurred in connection with the use of this temporary grade crossing.
2. Temporary grade crossing will be in use for five days, August 16 through August 20, 1971.
3. Bate Plywood Company, Incorporated has granted their permission to use this private crossing for the proposed detour by their letter dated August 12, 1971.

T. W. Litchfield
Railroad and Utility Engineer
Oregon State Highway Division
Salem, Oregon 97301

PHONE: GRANTS PASS 476-7711
(AREA 503)

BATE

P. O. BOX 170, MERLIN, OREGON
MAIL CODE 97532

BATE PLYWOOD COMPANY, INCORPORATED

August 12, 1971

Routing

RECEIVED

CONSTRUCTION
DIVISION

Mr. A.L. Chapman
Oregon State Highway Department
P.O. Box 306
Grants Pass, Oregon 97526

Dear Mr. Chapman:

This letter will confirm our conversations granting your department permission to use the Bate Plywood Company private Railroad Crossing at Merlin, Oregon for public traffic during the week of August 16th thru August 20th, 1971, inclusive.

This includes permission to perform work you consider necessary to effect usch use.

It is our understanding that the granting of this permission relieves us of liability connected with the use described above.

Yours sincerely,

BATE PLYWOOD COMPANY, INC.

Walter H Parks

Walter H. Parks
Plant Manager

WHP:ka

c

RECEIVED
MAY 6 - 1971
FOR FILING

S-17-102(1)
7546

May 6, 1971

Mr. Robert D. Copeland
P. O. Box 608
Grants Pass, Oregon 97526

Dear Mr. Copeland:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7546 for work
> on the Jumpoff Joe Creek-
> Louse Creek Interchange Section
> of F.A.S 17-102 in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc United Pacific Insurance Company
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc F. D. Morgan
I. D. Merchant
A. L. Chapman
C. T. Kenney

RECEIVED
MAY 11 1971
FOR FILING

17-102(1)
7516

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 3, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Johnson

SUBJECT: Oregon Project S-17-102(1)
Jumpoff Joe Creek - Louse Creek Interchange
FHWA Order Interim 7-2(2)

Mr. Johnson's April 21 letter submitted for approval a training program for a laborer. The same training program was previously approved for Oregon Project I-80N-7(33)289 and others.

The laborer training program is approved.

NOTED
A. E. [illegible]

J Morgan
[illegible] 5-5-71

NOTED
TOM EDWARDS

NOTED
A. E. JOHNSON

RECEIVED
MAY 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

April 19, 1971

Board of Commissioners
Josephine County Courthouse
Grants Pass, Oregon 97526

[illegible]
Director of Public Works

Re: Jumpoff Joe Creek-Louse Creek Intchge. Section
FAS-17-102
Josephine County

Gentlemen:

This is to acknowledge receipt of the County's advance deposit in the amount of $185,300 for subject project.

A copy of the construction plans and contract (No. 7546) are enclosed for your information and reference. If more copies are desired, please do not hesitate to request same.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt
Encl.

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 4-31	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	TE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 4-14-71	COUNTY Josephine
		PROJECT NO. S-17-102 (1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Jct. I-5 3 mi. N. W. Grants Pass to N. W. 3.63 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-19-70	3.625
OTHER *(Specify)*		

FUNDS

Pro Rata 63.54%

ESTIMATED TOTAL COST OF PROJECT $ 923,153	FEDERAL FUNDS $ 586,571

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G L Green
(Division Engineer)

For R. B. Simpson

Date executed by Division Engineer 14 APR 1971

FORM PR-2 (REV. 1-70)

PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division

Federal-Aid
Project No. S-17-102 (1)

JUMPOFF JOE CREEK-LOUSE CREEK INTERCHANGE SECTION

FAS 17-102 IN JOSEPHINE COUNTY

Salem, Oregon, April 12, 1971

Project agreement estimate.

Type Code 6203
Roadway (Sta. 142 + 50 to Sta. 333 + 90)

Furnish Field Laboratory Building	1 only		$ 1,500.00
Temporary Protection and Direction of Traffic	All Required		14,000.00
Clearing and Grubbing	All Required		21,500.00
Removal of Structures and Obstructions	All Required		5,000.00
Ditch Excavation	1,200 cu.yd.	2.00	2,400.00
General Excavation	65,000 cu.yd.	0.75	48,750.00
Overhaul	5,400 C-yd. Sta.	0.40	2,160.00
Trench Excavation	1,660 cu.yd.	5.00	8,300.00
Finishing Roadbed and Slopes	All Required		4,000.00
Obliteration of Roadway	3,700 sq. yds.	0.50	1,850.00
Watering	1,500 M-gal.	3.00	4,500.00
SS-1 Asphalt in Watering	3,000 gal.	0.50	1,500.00
Aggregate Sub-base	15,000 ton	1.25	18,750.00
Bituminous Base Mixture	20,000 ton	5.40	108,000.00
Asphalt in Bituminous Base Mixture	1,100 ton	40.00	44,000.00
Plant Mix Aggregate Base	98,000 ton	2.85	279,300.00
Class "B" Asphalt Concrete Mixture	12,600 ton	5.50	69,300.00
Asphalt Cement in Mixture	820 ton	40.00	32,800.00
Asphalt in Tack Coat	7 ton	75.00	525.00
3/4"-0 Aggregate in Prime Coat	550 cu.yd.	5.00	2,750.00
RC-250 Asphalt in Prime Coat	94 ton	60.00	5,640.00
Class "A" Concrete in Box Culvert Extension	34 cu.yd.	135.00	4,590.00
Reinforcement in Box Culvert Extension	5,300 lb.	0.17	901.00
12-Inch Culvert Pipe	340 lin. ft.	4.00	1,360.00
18-Inch Culvert Pipe	1,190 lin. ft.	5.30	6,307.00
24-Inch Culvert Pipe	240 lin. ft.	7.00	1,680.00
30-Inch Culvert Pipe	180 lin. ft.	8.70	1,566.00
36-Inch Culvert Pipe	180 lin. ft.	11.00	1,980.00
54-Inch Arch Type Culvert Pipe	100 lin. ft.	25.00	2,500.00
12-Inch Sewer Pipe	1,180 lin. ft.	5.25	6,195.00

15-Inch Sewer Pipe	740 lin. ft.	6.00	4,440.00
18-Inch Sewer Pipe	400 lin. ft.	7.75	3,100.00
24-Inch Sewer Pipe	84 lin. ft.	11.00	924.00
Extra for Pipe Under Pavement	130 lin. ft.	6.00	780.00
Concrete Inlets, Type GB-1	6 only	170.00	1,020.00
Concrete Inlets, Type GB-2	12 only	185.00	2,220.00
Concrete Inlets, Type D-Modified	2 only	280.00	560.00
Concrete Curbs	290 cu. yd.	58.00	16,820.00
Extra for Asphalt Approaches	100 only	40.00	4,000.00
Guide Posts, W-1	130 only	8.00	1,040.00
Guide Posts, Y-1	80 only	8.00	640.00
Removal of existing Sign Installation	All Required		260.00
Painted Wood Sign Posts	All Required		1,700.00
Modify and Move Type A Signs	All Required		520.00
Sign Support Footings	All Required		840.00
Single Sign Support Posts	All Required		1,460.00
Type "C" & "D" Signs in Place	150 sq. ft.	4.50	675.00
Type "E", "F", & "G" Signs in Place	134 sq. ft.	5.50	737.00
Type "P" Signs in Place	219 sq. ft.	7.00	1,533.00
			$746,873.00

Flagging (60% of Contractors Cost)	All Required	$ 6,000.00
Railroad Protective Cost	All Required	10,000.00
Workby Southern Pacific Transportation Co.	All Required	48,000.00
Erosion Control	All Required	3,000.00
On Job Trainee ($0.80 per hr.)	All Required	800.00
		$ 67,800.00
	Subtotal	$814,673.00
	*Engr. & Cont.	108,480.00
	Total	$923,153.00

*Reduced in accordance with Para. 5 PPM 30-6 (Project field offices)

Length of Project --------	3.625 miles
Cost of Roadway Per Mile	$254,662.89

Oregon State Highway Division

Federal Funds	$586,571.00
State Funds	167,541.00
County Funds	167,541.00
Railroad Funds	1,500.00
Total	$923,153.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1-100%
Contract No. 7546
Prefix - 517-1072

Nonparticipating - State Work

Move Mail Boxes	$ 1,500.00
	$ 1,500.00

RECEIVED
APR 12 1971
FOR FILING

S-17-102(1)
7546

April 12, 1971

Mr. Robert D. Copeland
P. O. Box 606
Grants Pass, Oregon 97526

Dear Mr. Copeland:

Enclosed are three copies of Contract No. 7546 for $746,873 awarded to you by the State Highway Commission on March 31, 1971, for work on the Jumpoff Joe Creek-Louse Creek Interchange Section of FAS 17-102 in Josephine County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin April 23, 1971.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training". The fourth paragraph of the Special Provision requires that you must receive approval of "....the number of trainees to be trained in each selected classification...." before you can commence construction. This shall be accomplished at the pre-construction conference and no work can be started until this matter is resolved.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
A. L. Chapman
G. T. Kenney

OREGON STATE HIGHWAY DEPARTMENT

FORM A-180 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 105326

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
4-2-71	CC 1255		517-1072-297

Josephine County
Board of Commissioners
Grants Pass, Oregon 97526

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Per Zimmerlund, Director of Public Works			
Advance Deposit			185,300.00
Partial transfer of the advance deposit for the Jumpoff Joe Creek-Louse Creek Section, FAS 15-102.			145,300.00
To be retained			40,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request $________________

By________________________________

RECEIVED
COUNTY & CITY SECTION
APR - 5 1971
☑ ENGR. ☑ COOR. ☑ GE ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

RECEIVED
COUNTY & CITY SECTION
MAR 31 1971
☒ ~~ENGR.~~ ☑ COOR. ☐ CE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Salem, Oregon 97310

RE: Encumbrances of Future Anticipated
Federal Allocations of FAS Funds

Dear Sir:

JOSEPHINE County hereby requests an advance on its anticipated future Federal allocation of FAS funds in the amount of $ 197,250. This is the estimated additional fund needed by Josephine County for the Jumpoff Joe Creek-Louse Creek Section on the Merlin-Galice County Road, FAS 17-102. Since Josephine County's annual Federal allocation is approximately $ 65,750, this represents all or a portion of its funds for the fiscal years 1973, 1974, and 1975, and these funds will be replaced by the allocations to the County for these same fiscal years.

This request is in accordance with the agreement which was approved by the Association of Oregon Counties' Board of Directors at their meeting of August 15, 1969, and approved by the Highway Commission at their November 18, 1969, meeting. By this agreement, county Federal allocations became a revolving fund and permits any county to encumber its future anticipated Federal allocations for three years or less. It is also understood that each county must clear up all encumbrances of its FAS allocations before additional allocations can be advanced. Be it further remembered that no advancement on future anticipated Federal allocations can be honored until all present available allocations have been expended.

This request was signed at a duly authorized session of the Josephine County Court/Board of Commissioners at Grants Pass, Oregon, on March 30, 1971.

Josephine County, by and through
its County Court/Board of Commissioners

By Kenneth E. [illegible]
~~Judge~~/Chairman

By Joel L Barker
Commissioner

By M. C. Loughridge
Commissioner

RECEIVED
FEB 23 1971

FOR FILING

S-17-102(1)
A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER
7546

Southern Pacific
Transportation Company
251 Union Station • Portland, Oregon 97209

IN REPLY PLEASE REFER TO

February 17, 1971

GMO 73187
0-0-Jos-69-12

Routing
Morgan
Decker
Bond
Walker
Pease
Swan
Glenn
/ Litchfield
Gallagher
Stein

RECEIVED
FEB 19 1971
CONSTRUCTION
DIVISION

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Your letter February 4, transmitting construction plans for Jumpoff Joe Creek-Louse Creek Section, FAS 17-102, State Project S-17-102(1), Josephine County.

The plans submitted with your letter are satisfactory insofar as railroad is concerned. In line with recent discussion with Mr. Kendrew, we are not returning any sets to your office with notification noted thereon. This letter will be your notification that these are satisfactory from a railroad standpoint as they pertain to railroad facilities.

Yours truly,

AWKilborn

COPIES TO:

P E ZIMMERLUND, COUNTY ENGINEER
FB KLABOE
HS COX
L H YOUNG
C T KEASEY
AL CHAPMAN
FD MORGAN
J E HOLCOMB

NOTED
F.B. KLABOE

RECEIVED
FEB 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

2-19-71
I

FORM E-30-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
February 2, 1971

RECEIVED
COUNTY & CITY SECTION
FEB 3 - 1971
☑ ENGR. ☑ COOR. ☒ DE ☒ AE ☒ UE
☑ DPE ☑ OE ☒ RE ☑ RPE ☐

To: Mr. G. T. Kessey
Region Engineer

SUBJECT: Jumpoff Joe Creek-
Louse Creek Section
FAS 17-100
Josephine County

Attention Mr. John Quiner II
Region Construction Engineer

During the recent rain storm this office received a verbal request from Josephine County via our County and City Relations Section to increase the size of three drainage structures on the subject project.

No specific sizes were recommended for the locations at Station 292+13 and Station 314+49. At Station 322+15 a 48" culvert upstream was carrying the flood waters adequately.

The plans and specifications were in the stage that if any revisions were to be made they had to be made without delay. Resident Engineer A. L. Chapman was contacted by telephone and concurred that there would be difficulty installing round pipe because of lack of head room. Consequently, arch-type pipe was selected.

Upon discussing the proposed revision with Clarence Swenson, Specifications Engineer, it was decided to make all the installations the same size in order to limit the number of additional bid items. The size selected was a 54" arch-type pipe which has a 40" rise. Further contact with A. L. Chapman indicated that if the culverts and outlet ditches were cleaned, they probably would handle the flow. Therefore, it was decided to call for the installation of the 54" arch-type pipe at Station 322+15 only. If under construction it seemed advisable to improve the culverts at the other two locations, it was proposed that a price agreement be initiated to over run the bid quantity of the 54" arch-type pipe. The plans and specs were revised and printed.

On January 25, 1971, a letter from Josephine County Engineer, Per Zimmerlund, recommending pipe sizes was received. It was too late to revise the plans again according to his recommendation. Therefore, any further changes will have to be made during construction and to the satisfaction of the Josephine County Engineer.

FRANK L. HALL
Design Engineer

By ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

FRANK E. TERPIN
Final Design Engineer

FET:jg
Enclosure
cc: H. S. Cox

☑ ENGR. ☑ COOR. ☒ GE ☒ RE ☑ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

January 26, 1971

Mr. Per Zimmerlund
Engineer
Josephine County Courthouse
Grants Pass, Oregon 97526

Re: Jumpoff Joe Creek-Louse Creek Intchge. Sect.
FAS 17-102
Josephine County

Dear Per,

This is to inform you that only one of the three culverts we have referred to in our recent discussions will be shown on the plans. However, provisions have been made to include the other two culverts as part of the contract. This way we can keep the project on the scheduled February 25, 1971 bid opening and will be given more time to study the conditions and determine the type of pipe for the other two locations.

If there are any questions, please do not hesitate to call us.

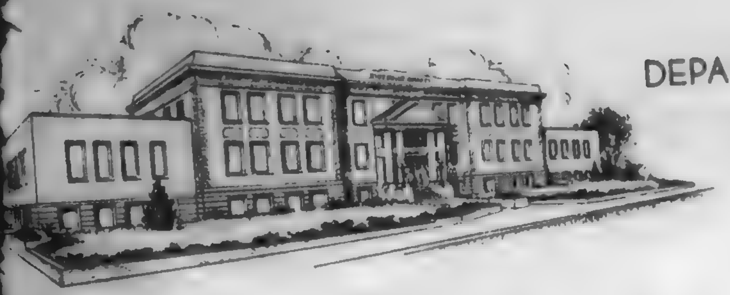
Very truly yours,

H. S. Cox
County and City Engineer

By HR
Harold Reynoldson
Rural Program Engineer

HR:ljt

PER E. ZIMMERLUND
COUNTY ENGINEER



DEPARTMENT OF ROADS
JOSEPHINE COUNTY OREGON
COUNTY COURT HOUSE – GRANTS PASS, OREGON 97526

January 22, 1971

RECEIVED
COUNTY & CITY SECTION
JAN 26 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☐ UPE ☐ BE ☒ RE ☐ RPE ☑

H. S. Cox, County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

ATTENTION: Harold Reynoldson, Rural Program Engineer

RE: Jumpoff Joe Creek-Louse Creek Section
FAS 17-102 - Josephine County

Dear Mr. Cox:

In discussing the county financial participation in the above project with the Board of County Commissioners, they have assured me that they are willing and able to obligate Josephine County funds according to our FAS agreement. The project may, therefore, be advertised on February 4, 1971, as scheduled.

We have also discussed with you by phone the necessity to enlarge certain cross-drain culverts on this road. This will confirm our request to enlarge the following culverts to a 48-inch round pipe or arch pipe of equal capacity:

(1) Station 322+15 - A 48" round pipe could be installed with no cover problem.

(2) Station 314+49 - A 48" round pipe might have cover problems and arch-type pipe might be required.

(3) Station 292+13 - We recommend a 43" x 27" arch pipe be installed adjacent to the reinforced concrete box culvert, and that the inlet and outlet headwall of the box culvert be extended to include the proposed arch pipe.

Changing of the above three pipes should allow for better drainage in the area where we now have flooding during heavy runoff periods.

Sincerely,

Per E. Zimmerlund

Per E. Zimmerlund
County Engineer

Copy to:- Frank Hall
Frank Turpin
C. G. Swanson
C.T. Keasey

PEZ:jb

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
February 2, 1971

To: MEMO TO FILES

SUBJECT: Jumpoff Joe Creek-Louse Creek Intchge.
Section
FAS 17-102
Josephine County
Project No. S 17-102(1)

A letter from Mr. R. E. Simpson, FHWA, to Mr. R. L. Porter, dated January 22, 1971, stated that it would be necessary to change the programing for this project. This change in programing was based upon the understanding that the length of the project was to be changed. However, since then, the FHWA has been informed that the length of the project will remain the same, and they have stated that a change in programing is not necessary.

The FHWA's letter also requested assurance that the 2" AC wearing surface is adequate for the project. Mr. Clarence Gregg of the State Highway Division Soils and Geology Section has assured this office that the base design with the 2" wearing surface is adequate for the present traffic on this section. An additional 2" AC is to be placed at a later date.

H. S. Cox
County and City Engineer

By

Harold Reynoldson

Harold Reynoldson
Rural Program Engineer

HR:ljt

cc: R. N. Chase
C. G. Swenson
FHWA

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SP*52475-734

FAS
17-102

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: January 22, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-17-102(1)
Jumpoff Joe Creek - Louse Creek Interchange Section
Program Change

Reference is made to Mr. Reynoldson's January 15 letter on the above subject.

It will be quite satisfactory to adjust the project as described provided that it can be demonstrated that the 2 inches of asphalt cement paving will be adequate for present traffic. Also the submittal of a Form PR-9 is needed to make the actual adjustments in the program for this project.

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1-26-71

REFERRED TO
Cy
By Asst. State Hwy. Engr

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

RECEIVED
JAN 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

✓

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

☑ ENGR. ☑ COOR. ☒ GE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ BE ☑ RPE ☐

January 15, 1971

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97308

Attn. Mr. Glen Green

Re: Jumpoff Joe Creek-Louse Creek Intchge. Section
FAS 17-102
Josephine County
Project No. S-17-102(1)

Dear Mr. Simpson:

On May 19, 1970, your office approved the programing for the subject project. On June 5, 1970, bids for the project were opened and the lowest bid (there was only one) was approximately 35 per cent over the State Highway Division's estimate, so the County rejected the bid and requested that the project be readvertised in the spring of 1971. The new bid opening date for this project is now February 25, 1971.

In the meantime, the County has requested that the 4" of AC paving in the base design of this project be done by stage construction. That is, they wish to place 2" of AC paving at the time of construction, and place the other 2" when it becomes necessary.

The cost of the project has been revised and is now estimated to be $941,000, and is divided as follows:

TOTAL	FEDERAL	STATE	COUNTY
$941,000	$559,300	$186,400	$195,300

We are requesting that the programing be changed accordingly.

Very truly yours,

R. L. Porter
State Highway Engineer

By

MR
for H. S. Cox
County and City Engineer

MR:ljt

cc: R. N. Chase
C. G. Swenson

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

January 14, 1971

Zimmerman Grand.

Mr. Per E. Zimmerman
County Engineer
Department of Roads
Josephine County
Room 120, Court House
Grants Pass, Oregon 97526

Re: Highway Easement
Jumpoff Joe Creek-Louse Creek
Interchange Section
FAS 17-102
Josephine County
PUX 744 SXF 505
R/W File 43723

Dear Mr. Zimmerman:

Attached you will find a copy of a letter from Mr. Kilborn of the Railroad dated January 12, 1971 wherein they request the recording data and date of recording of the easement granted by the Railroad to the County dated May 18, 1970 and transmitted to you with my letter dated July 20, 1970.

If you have recorded the easement document, please furnish this information directly to the Portland office of the Railroad.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: Southern Pacific Transportation Company
Portland, Oregon
Southern Pacific Transportation Company
San Francisco, California
L. Lindas w/copy of RR letter
F. L. Hall "
H. S. Cox "

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COUNTY & CITY SECTION
JAN 15 1971
☐ ENGR. ☑ COOR. ☑ [illegible] ☑ [illegible] ☑ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

Southern Pacific
Transportation Company
251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO
GMO 73187
0-0-Jos-69-12

January 12, 1971

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97301

Attn: Mr. T. W. Litchfield
Railroad and Utility Engineer

Dear Sir:

Referring to previous correspondence regarding construction agreement and highway easement for Jumpoff Joe Creek - Louse Creek Interchange Section FAS-17-102 involving grade crossing C-481.9 Merlin.

The above instruments were sent to you on July 9, 1970 by Mr. H. M. Williamson and requested the recording data on easement document.

Please advise the recording data, giving date of recording.

Yours truly,

AWKilborn

Routing
Morgan
Decker
Bond
Pease
Swan
Glenn
1 Litchfield

RECEIVED
JAN 14 1971
CONSTRUCTION
DIVISION

☐ ENGR. ☑ COOR. ☐ GE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

OCTOBER 5, 1970

Mr. Per Zimmerlund
Josephine County Engineer
Courthouse
Grants Pass, Oregon 97526

Re: Material Source
Jumpoff Joe Creek-Louse Creek Inter. Sect.
FAS 17-102
Josephine County

Dear Per,

A copy of each of the lab reports for two rock samples from Pott's bar in Jumpoff Joe Creek is attached. Even though both of these samples pass specifications, we are not convinced that they represent the true cross section of the over-all material in Pott's bar, nor of the other material along the creek. In fact, on the surface, it appears that much of the material along this creek is not of acceptable quality. We also feel there is not sufficient material of acceptable quality in any one bar area along the creek to complete the project. This being the case, the contractor would then have to seek material from more than one of these areas to complete the operation.

Until more extensive testing is done on the material along Jumpoff Joe Creek, we are quite hesitant about committing ourselves one way or the other as to the desirability of this material.

Very truly yours,

H. S. Cox
County and City Engineer

By:

Harold Reynoldson
Rural Program Engineer

HR:ljt
Encl.

cc: Clarence Gregg
C. T. Keasey

o: Clarence Gregg

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION

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☐ UPE ☐ CE ☐ RE ☐ [✓ RPE] ☐

Material Source Data Sheet

ndex No. F3-2/G Local Name Potts Bar

Section Jumpoff Joe Cr-Louse Cr. Int Highway Merlin-Galice County Road County Josephine

ocation from Highway ____ ft. 2.0 mi. NE (NSEW) from MP ____ or Sta. ____

ocation by Subdivision NE¼SW¼ & NW¼SE¼ of Sec. 10 Township 35S Range 6W

wner Eugene Potts IR Map No.

ddress of Owner

ype of Material Gravels

verage Depth of Overburden see remarks Material Available (cu yds) see remarks

ethod of Exploration visual

vailability of Crusher Site ample room

aul Road Data property is adjacent to paved County Road

emarks: This property has approximately 20,000 cubic yards of 8"-0 gravel along the bed of Jumpoff Joe Creek.

There is an estimated 500,000 cubic yards of dirtier, partially-cemented gravels underlying the area north of the creek. Vertical banks along the creek, and old test pits which are found scatterred in the area, show the overburden to average 2-3' deep.

This undoubtedly would have to be Cement Treated.

te Investigated 9-9-68 By Halter & Van Cleave

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project Jump Off Joe Creek - Louse Creek Inter.

Highway Merlin - Galice County Road 17-102

Contractor

Contract No.

Submitted by R. J. Van Cleave

Prefix No. 517-1486-910

County Josephine

F A. Project No.

Date Reported Sept. 26, 1968

Laboratory Charges $81.00

REPORT ON SAMPLE OF AGGREGATE

Source of material Potts Bar NW¼, SE¼, S. 10, T. 35 S., R 6 W.

Sampled at Stream channel Jump Off Joe Creek

To be used A/C & Base

Date received Sept. 11, 1968

Sampled by Halter & Van Cleave

Quantity represented

Date Sampled Sept. 9, 1968

Sample No. A

TEST RESULTS

Laboratory No. 869450

Type of material Bar Run Gravel

Data Sheet No. A51003

Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
4	0	0	
3	5	5	
2	10	15	
1½	7	22	
1	12	34	
¾	11	45	
½	12	57	
¼	12	69	
4	3	72	
10	4	76	
40	15	91	
80	7	98	
200	1	99	
P200	0.8	0.8	
P200	Wet Sieve	1.4%	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	15.3
Specific gravity (Le Chatelier)	2.99
Unit weight, dry rodded, lbs. per cubic foot	
Unit weight, loose, lbs. per cubic foot	
Fineness factor	
Sodium sulfate test, per cent loss	1.9 (Ave.) **
Asphalt stripping: Natural fines	
Manufactured fines	Chevron 85/100 - 95+
Plasticity index: Natural fines	N.P. (0) %
Manufactured fines	%
Liquid limit: Natural fines	N.P. (21) %
Manufactured fines	%
Fracture	%
Sand equivalent	
Oregon air degradation: Pass No. 20	20.1 %
Height	1.4 in.
Strength test, per cent of standard mortar:	
Compression	%
Organic Material, color plate No.	

** (1½-¾" = 2.7) (¾-3/8" = 0.2) (3/8" - #4 = 2.7)

Material as represented by this sample (does) xxxxxxxx comply with specifications.

TEST REPORT DISTRIBUTION:

- Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- X Division Engineer Keasey
- Resident Engineer
- Dist. Maint. Supt.
- Foreman
- X Geology and Soils
- X Files
- X R. J. Van Cleave

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Engineer of Materials

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project Jump Off Joe Creek - Louse Creek Inter.
Highway Merlin - Calice County Road 17-102
Contract No.
Contractor
Submitted by R. J. Van Cleave

Prefix No. 517-1486-910
County Josephine
F A Project No.
Date Reported Sept. 26, 1968
Laboratory Charges $86.00

REPORT ON SAMPLE OF AGGREGATE

Source of material Potts Bar NW ¼, SE ¼, S. 10, T. 35 S., R. 6 W.
Sampled at Cut bank north side creek
Date received Sept. 11, 1968
Quantity represented
To be used A/C & Base
Sampled by Halter & Van Cleave
Date Sampled Sept. 9, 1968
Sample B

TEST RESULTS

Type of material Bar run gravel
Screen opening Square
Laboratory No. 869451
Data Sheet No. A51003

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
5	0	0	
4	7	7	
3	13	20	
2	7	27	
1½	8	35	
1	10	45	
¾	4	49	
½	8	57	
¼	10	67	
4	4	71	
10	12	83	
40	13	96	
80	2	98	
200	1	99	
P200	0.9	0.9	
P200	Wet Sieve	4.5%	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler 16.2
Specific gravity (Le Chatelier) 2.94
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss 4.0 (Ave.) *
Asphalt stripping: Natural fines
Manufactured fines Chevron 85/100 = 95+ %
Plasticity index: Natural fines 27 %
Manufactured fines %
Liquid limit: Natural fines 55 %
Manufactured fines %
Fracture
Sand equivalent
Oregon air degradation: Pass No. 20 18.4 %
Height 1.4 in.
Strength test, per cent of standard mortar: %
Compression
Organic Material, color plate No.

* *(1½-¾" = 2.0) ¾-3/8" = 3.7) (3/8" - #4 = 6.3)

Material as represented by this sample (does) XXXXXXXX comply with specifications.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Keasey
Resident Engineer
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X R. J. Van Cleave

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SEP 28 1970
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☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Engineer of Materials

Form K-61—5M—12-42

O GON STATE HIGHWAY COMMISS N

Materials Department

269.90

LABORATORY REPORT

Project	Jump off Joe Creek-Grants Pass	Prefix No.	None
Highway	Pacific	County	Josephine
Contractor	Not under Contract	F. A. Project No.	
Submitted by	Glenn E. Roberts	Date reported	Feb. 9, 1943

Contract No.

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material On bank of Jumpoff Joe Creek, 0.4 Mi. West along Road to Merlin, from M.P. 269.9 Pacific Hwy.

Sampled at Bar

To be used Topping material

Sampled by [illegible] A. L. Chapman

Date received Feb. 8, 1943

Quantity represented To be determined by test pits, if material is suitable

TEST RESULTS

Laboratory No. 168307

Data Sheet No. 44038

Type of material Bar Run Gravel

Screen opening: To ¼": Square; ¼" and below: Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
5	0	0	
4½	10.1	10.1	
4	0.0	10.1	
3½	8.7	18.8	
3	6.3	25.1	
2½	12.3	37.4	
2	7.6	45.0	
1½	10.4	55.4	
1	8.7	64.1	
3/4	5.2	69.3	
1/2	3.9	73.2	
1/4	8.5	81.7	
10	7.2	88.9	
40	10.2	99.1	
Pass 40	.9	.9	
Total	100.0		

Abrasion, per cent wear, Deval		
Abrasion, per cent wear, Los Angeles Rattler	19.0%	
Specific gravity (Le Chatelier)	2.94	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity Index: Natural fines	0	%
Manufactured fines		%
Liquid limit: Natural fines	20	%
Manufactured fines		%
Swell test: Natural fines		in.
Manufactured fines		in.
Water asphalt preferential: Natural fines		
Manufactured fines		

RECOMMENDATIONS

Material as represented by this sample is suitable for use.

TEST REPORT DISTRIBUTION:

Public Roads Administration

x Construction Engineer

x Maintenance Engineer

Bridge Engineer

Requisition Office

x Division Engineer Lytle

x Resident Engineer Roberts

Dist. Maint. Supt.

Foreman

2 Files

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Form E-61—5M—11-42

EGON STATE HIGHWAY COMMIS N
Materials Department

LABORATORY REPORT

Project	Jumpoff Joe Creek-Grants Pass	Prefix No.	None
Highway		County	Josephine
Contractor	Contract No.	F. A. Project No.	
Submitted by	Glenn E. Roberts	Date reported	Feb. 9, 1943

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material On bank of Jumpoff Joe Creek, 0.3 Mi West along Road to Merlin, from M.P. 269.9 Pacific Hwy.

Sampled at Bar

To be used Topping Material

Sampled by A. L. Chapman

Date received Feb. 8, 1943

Quantity represented To be determined by test pits, if material is suitable

TEST RESULTS

Laboratory No. 168306

Data Sheet No. ~~44307~~ 44037

Type of material Bar Run Gravel

Screen opening: To ¼Square; ¼" and below: Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
4½	0	0	
4	22.7	22.7	
3½	3.5	26.2	
3	9.1	35.3	
2½	10.1	45.4	
2	5.9	51.3	
1½	4.1	55.4	
1	7.0	62.4	
3/4	6.4	68.8	
1/2	6.0	74.8	
1/4	13.0	87.8	
10	8.3	96.1	
40	3.4	99.5	
Pass 40	.5	.5	
Total	100.0		

Abrasion, per cent wear, Deval	
Abrasion, per cent wear, Los Angeles Rattler	22.7%
Specific gravity (Le Chatelier)	2.95
Unit weight, dry rodded, lbs. per cubic foot	
Unit weight, loose, lbs. per cubic foot	
Fineness factor	
Sodium sulfate test, per cent loss	
Asphalt stripping: Natural fines	
Manufactured fines	
Plasticity Index: Natural fines	12 %
Manufactured fines	%
Liquid limit: Natural fines	29 %
Manufactured fines	%
Swell test: Natural fines	in.
Manufactured fines	in.
Water asphalt preferential: Natural fines	
Manufactured fines	

RECOMMENDATIONS

Material as represented by this sample is suitable for use. with addition of suitable fines

TEST REPORT DISTRIBUTION:
Public Roads Administration
x Construction Engineer
x Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Lytle
x Resident Engineer Roberts
Dist. Maint. Supt.
oreman
2x Files

STATE PRINTING DEPT.

Form E-65—3M—7-40

OREGON STATE HIGHWAY COMMISSION

Materials Department

269.97

LABORATORY REPORT

Project Graves Creek — Jumpoff Joe Creek
Highway Pacific
Contractor
Submitted by G. E. Roberts'

Contract No.

Prefix No.
County Josephine
F. A. Project No.
Date Reported April 12, 1941

COARSE

REPORT ON SAMPLE OF [illegible] AGGREGATE

Source of material Bar, Jumpoff Joe Creek, adjacent to Pleasent Valley-Merlin Co. Rd., 0.9 mi. W of Pac. Hwy. at M.P. 269.97
Sampled at Gravel Bar
Date received April 8, 1941
To be used Base Course Surfacing
Quantity represented 2500 c.y.
Sampled by G. E. Roberts

TEST RESULTS

Laboratory No. 145044
Type of material Bar Run Gravel
Screen Opening: To ¼" Square
¼" and below— Square
Sample Data No. 37799
Treatment of sample

GRANULOMETRIC ANALYSIS

Retained on sieve	Per cent single sieve	Per cent accumulative	Fine aggregate
3½	.0	.0	
3	16.1	16.1	
2½	4.8	20.9	
2	6.4	27.3	
1½	3.5	30.8	
1	5.2	36.0	
3/4	8.3	44.3	
⅜	5.4	49.7	
¼	13.5	63.2	
10	18.6	81.8	
40	14.3	96.1	
Pass 40	3.9	3.9	
Total	100.0		

Strength test, per cent of standard mortar:		
L.A.R. [illegible] Abrasion	19.5	%
Organic material, color plate No.		
Apparent specific gravity	2.80	
Unit weight, lbs. per cu. ft., dry rodded		
Unit weight, lbs. per cu. ft., loose		
Fineness factor		
Sodium sulfate test, per cent loss		%
Elutriation		
Asphalt stripping: Natural fines		
Manufactured fines		%
Plasticity index: Natural fines	0	%
Manufactured fines		%
Liquid limit: Natural fines	23	%
Manufactured fines		in.
Swell test: Natural fines		in.
Manufactured fines		
Water asphalt preferential: Natural fines		
Manufactured fines		

RECOMMENDATIONS

Material as represented by this sample is suitable for use.

TEST REPORT DISTRIBUTION:
Public Roads Administration
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Clerk
x Division Engineer Lytle
x Resident Engineer Roberts
Dist. Maint. Supt.
Plant Foreman
Files

Engineer of Materials

STATE PRINTING DEPT.

9

Form E-41—20M—2-57

O GON STATE HIGHWAY DEPARTM T
Materials Division

LABORATORY REPORT

Project	Jumpoff Joe Creek-Louse Creek	Prefix No.	17-1229
Highway	Pacific	County	Josephine
Contractor	Peter Kiewit Son'Co.	F. A. Project No.	I-13[illegible](5)
Submitted by	A. L. Severson	Date reported	Sept. 4, 57

Contract No. 4921

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Jump off Joe Cr. 0.7 mi. W. of M. P. 269.62 Pac. Hwy.
Sampled at Plant
Date received Sept. 3, 57
Quantity represented 4000 c.y.
To be used Base Surf.
Sampled by J. T. McGlone

TEST RESULTS

Type of material Cr. Gravel 2"-0
Screen opening: Square

Laboratory No. 490399
Data Sheet No. L57255

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Percent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	10.7	10.7	
1¼	10.3	21.0	
1	10.7	31.7	
3/4	6.3	38.0	
1/2	10.9	48.9	
1/4	11.6	60.5	
10	10.9	71.4	
40	12.4	83.8	
80	8.2	92.0	
200	3.8	95.8	
Pass	4.2	4.2	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines 0 %
Manufactured fines %
Degraded material %
Liquid limit: Natural fines 19 — 18 %
Manufactured fines %
Degraded material %
Percent crushed 0%

Date sampled

RECOMMENDATIONS

Material as represented by this sample is suitable for use.

TEST REPORT DISTRIBUTION:
X Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Morgan
X Resident Engineer Severson
Dist. Maint. Sup't
Foreman
X Geology and Soils
X Files
X [illegible] Olson

G. W. [illegible]
Engineer of Materials

Form E-63—10M—6-56

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	Louse Creek-Grants Pass	Prefix	17-1026
		County	Josephine
Highway	Pacific	F. A. Project No.	I 133(7)
Contractor	Central Paving Co.	Date reported	Feb 27, 1957
Submitted by	G.E. Roberts		

Contract No. 4657

REPORT ON SAMPLE OF FINE AGGREGATE

Source of material Bar in Jump Off Joe Cr., 0.7 mi Westerly from MP 269.62, Pac. Hwy

Sampled at Bar

Date received Feb 13, 1957

To be used Portland cement Concrete

Quantity represented 100,000 c.y.

Sampled by G.E. Roberts

TEST RESULTS

Laboratory No. 412354

Data sheet No. A 17613

Type of Material ¼-0

Treatment of sample

GRANULOMETRIC ANALYSIS

Retained on sieve	Per cent single sieve	Per cent accumulative	Fine aggregate
1/4	0	0	
4	12.9	12.9	
8	25.0	37.9	
16	12.7	50.6	
30	17.8	77.4	
50	10.8	88.2	
100	5.2	93.4	
P100	6.6	6.6	
Total	100.0		

Screen Opening: Square

Strength test, per cent of standard mortar:		
Compression	93.1	%
Organic Material, color plate No.	5	
Specific gravity (Le Chatelier)		
Unit weight, lbs. per cu. ft., dry rodded		
Unit weight, lbs. per cu. ft., loose		
Fineness factor		
Sodium sulfate test, per cent loss	11.6	
Elutriation		%
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	2	%
Manufactured fines		%
Liquid limit: Natural fines	23	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Low compressive strength and high organic sodium sulfate loss. Might be improved by washing.

TEST REPORT DISTRIBUTION:

X Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer MORGAN
X Resident Engineer ROBERTS
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X CALLEY
X R.R. OLSEN

Engineer of Materials

State Printing 97600

Form E-61—20M—2-37

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Louse Creek-Grants Pass			Prefix No.	17-1023
Highway	Pacific			County	Josephine
Contractor	Central Paving Co.	Contract No.	4857	F. A. Project No.	I 13 132(7)
Submitted by	Glenn E. Roberts			Date reported	July 31, 1957

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: JumpOff Joe Cr., 0.7 mi. westerly from M.P. 269.62, Pac. Hwy.

Sampled at: Plant

Date received: July 26, 1957

To be used: Base Surfacing

Quantity represented: 1000 c.y.

Sampled by: V.T. Lowery

TEST RESULTS

Laboratory No. 426237

Data Sheet No. A 60385 A

Type of material: Cr. Gravel 3/4-0"

Screen opening: Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Percent Accumulative	Per cent Coarse Aggregate
3/4	0	0	
1/2	4.7	4.7	
3/8	10.3	15.0	
1/4	21.1	36.1	
4	11.7	47.8	
10	20.3	68.1	
40	19.6	87.7	
80	5.0	92.7	
200	3.3	96.0	
Pass	4.0	4.0	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler

Specific gravity (Le Chatelier)

Unit weight, dry rodded, lbs. per cubic foot

Unit weight, loose, lbs. per cubic foot

Fineness factor

Sodium sulfate test, per cent loss

Asphalt stripping: Natural fines

Manufactured fines

Plasticity index: Natural fines 0 %

Manufactured fines %

Degraded material %

Liquid limit: Natural fines 19 %

Manufactured fines %

Degraded material %

% Crushed OK

Date sampled

RECOMMENDATIONS

Material as represented by this sample is suitable for use. if corrected.

Deficient in material retained on 3/8".

Excess passing 1/4".

TEST REPORT DISTRIBUTION:

X Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Morgan
X Resident Engineer Roberts
Dist. Maint. Sup't
Foreman
X Geology and Soils
X Files

State Printing 1946

R.R.Olson
Engineer of Materials

Form E-61-30M-9-56

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

F3-246

LABORATORY REPORT

Project	Louse Creek-Grants Pass	Prefix No.	17-1 28
Highway	Pacific	County	Josephine
Contractor	Central Paving Co.	F. A. Project No.	I 190(7)
Submitted by	C.E. Roberts	Date reported	Feb 27, 1957

Contract No. 4,657

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Bar in Jump Off Joe Creek., 0.7 mi Westerly from MP 269.62, Pacific Hwy

Sampled at Bar

To be used Base and A/C and Portland Cement Concrete

Sampled by C.E. Roberts

Date received Feb 13, 1957

Quantity represented 100,000 c.y.

TEST RESULTS

Laboratory No. 432353

Data Sheet No. A 17613

Type of material Gravel (Bar Run)

Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
4	0	0	
3	3.6	3.6	5.6
2	9.9	13.5	20.9
1½	11.0	24.5	37.9
1	10.7	35.2	54.5
3/4	6.7	41.9	64.8
1/2	9.9	51.8	80.3
1/4	12.7	64.5	100.0
4	4.4	68.9	
10	10.7	79.6	
40	14.8	94.4	
80	2.6	97.0	
200	1.5	98.5	
P200	1.5	1.5	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	17.2
Specific gravity (Le Chatelier)	2.69
Unit weight, dry rodded, lbs. per cubic foot	
Unit weight, loose, lbs. per cubic foot	
Fineness factor	
Sodium sulfate test, per cent loss	0.7
Asphalt stripping: Natural fines	
Manufactured fines	Good
Plasticity index: Natural fines	%
Manufactured fines	%
Liquid limit: Natural fines	%
Manufactured fines	%

RECOMMENDATIONS

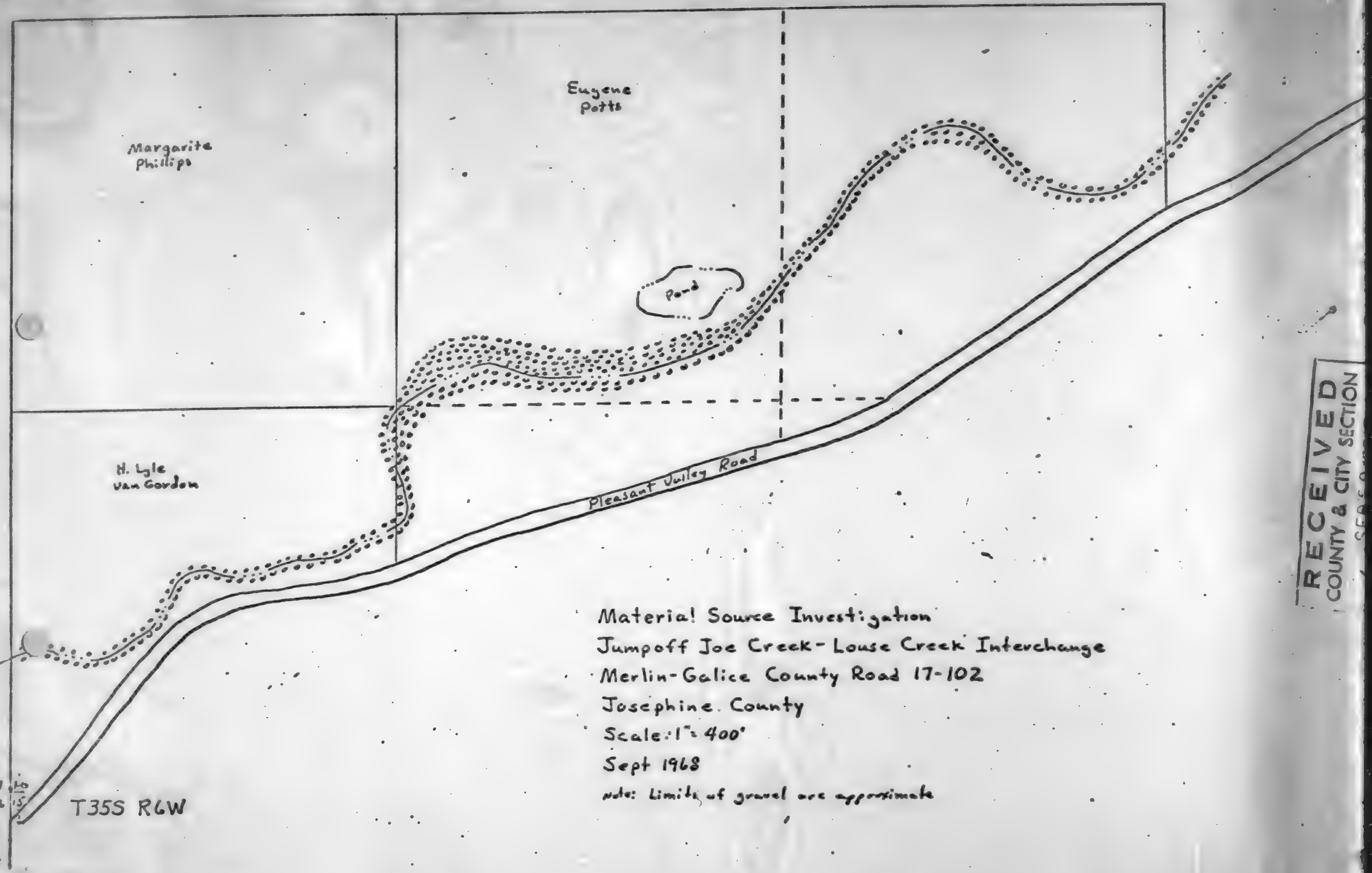
Material as represented by this sample is suitable for use.

TEST REPORT DISTRIBUTION:

X Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer MORGAN
X Resident Engineer ROBERTS
Dist. Maint. Sup't
Foreman
X Geology and Soils
X Files
X OAKLEY
X OLSON

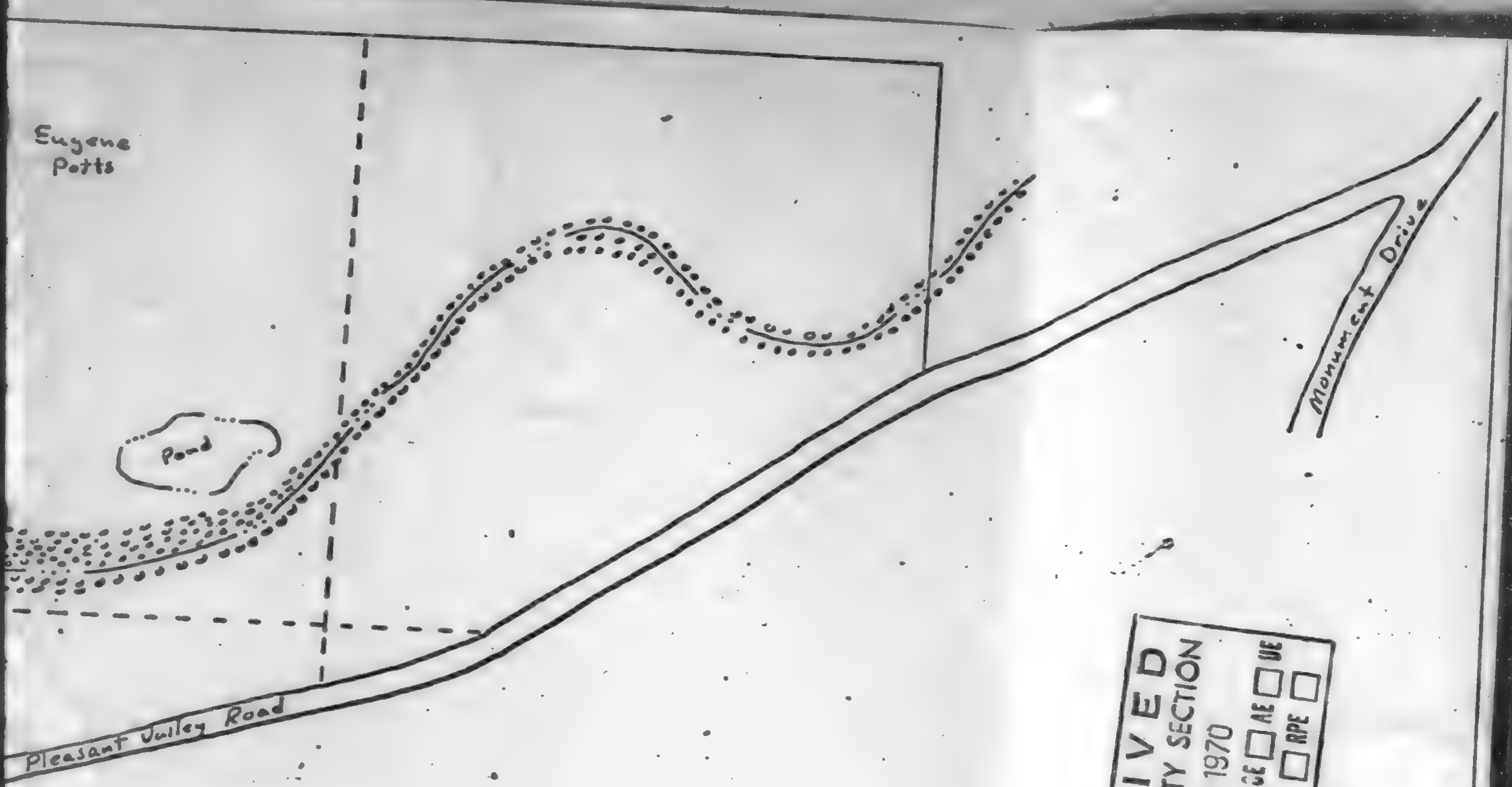
Engineer of Materials

State Printing 94940


Margarite Phillips
Eugene Potts
Pond
H. Lyle van Gordon
Pleasant Valley Road
9 10
16 15
T35S R6W

Material Source Investigation
Jumpoff Joe Creek - Louse Creek Interchange
Merlin-Galice County Road 17-102
Josephine County
Scale: 1" = 400'
Sept 1968
note: Limits of gravel are approximate

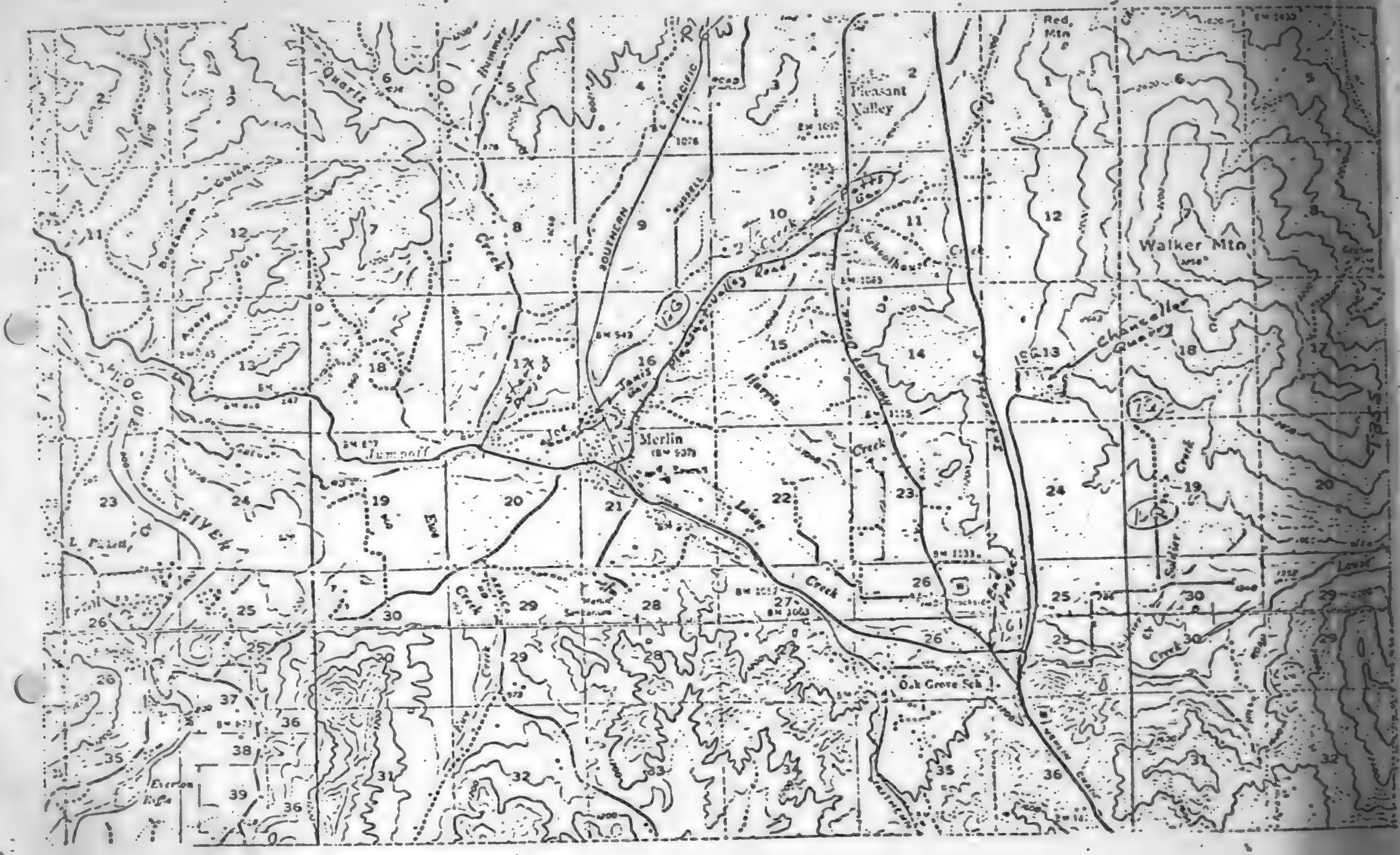
RECEIVED
COUNTY & CITY SECTION


Eugene Potts
Pond
Pleasant Valley Road
Monument Drive

Material Source Investigation
Jumpoff Joe Creek - Louse Creek Interchange
Merlin-Galice County Road 17-102
Josephine County
Scale: 1" = 400'
Sept 1968
note: Limits of gravel are approximate

RECEIVED
COUNTY & CITY SECTION
SEP 28 1970
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

115-1039


Merlin
Walker Mtn
Pleasant Valley
Red Mtn
Jumpoff
Joe
Louse
Creek
Southern
Pacific
R W
Chancellor Quarry
Schoolhouse
Harris
Creek
Soldier
Creek
River
Oak Grove Sch
T35S
L. Pickett
Quartz

Material Source Investigation
Jumpoff Joe Creek - Louse Creek Interchange
Merlin-Galice County Road 17-102
Josephine County
Scale: 1" = 1 mile
[illegible]

RECEIVED
COUNTY & CITY SECTION

☐ ~~MGR.~~ ☑ [illegible] ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ APE ☐

September 22, 1970

Josephine County Board of Commissioners
Courthouse
Grants Pass, Oregon 97526

Re: Jumpoff Joe Creek-Louse Creek Inter. Section
FAS 17-102
Josephine County

Gentlemen:

In your letter dated September 15, 1970 to Mr. Cox, you indicated that it is your understanding that we have ruled out Jumpoff Joe Creek as a possible source of material for this project. This is a misunderstanding, because Jumpoff Joe Creek has not been ruled out, nor has any other source of material been ruled out which meets the qualifications for this project.

Any material source which the contractor may choose that meets the specifications for the project is fine with us. If there are other possible material sources in the area that are not commonly known and may be of interest to the prospective contractors, would you please make the information available to them.

Very truly yours,

H. S. Cox
County and City Engineer

By:
Harold Reynoldson
Rural Program Engineer

HR:ljt

Louis D. Ringuette
Commissoner

Joel L. Barker
Commissioner

Kenneth E. Jackson
Commissioner

BOARD OF COUNTY COMMISSIONERS
JOSEPHINE COUNTY OREGON
COUNTY COURT HOUSE - GRANTS PASS, OREGON • 97526

September 15, 1970

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Si:

Reference is made to your letter dated August 21, 1970 regarding the Jumpoff Joe Creek-Louse Creek Section of County FAS 17-102.

The information available to us indicates that the Highway Division has already ruled as unsatisfactory all material along Jumpoff Joe Creek. We are still concerned with what tests determined this material to be unsatisfactory and would like to be able to analyze with you where this material fails present quality tests.

We will accept your recommendation not to furnish a described detour in the contract documents but leave this possibility open for discussion between the contractor and resident engineer.

The design and contract documents should be completed using alternate "C", consisting of 12" base, 5" PMBB and 2" AC.

As soon as final quantities and estimates are completed, we would appreciate receiving copies of same.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

By Kenneth E Jackson
Chairman

By Louis D. Ringuette
Commissioner

By Joel L Barker
Commissioner

RECEIVED
COUNTY & CITY SECTION
SEP 18 1970
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☐ UPE ☐ CH ☑ RE ☒ RPE ☐

Copy to:- Frank Hall
Fred Yarbrough
Frank Terpin
C.G. Swenson

PEZ:jb

August 21, 1970

Josephine County Board of Commissioners
Courthouse
Grants Pass, Oregon 97526

RECEIVED
COUNTY & CITY SECTION
AUG 21 1970
☑ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

Gentlemen:

We are in receipt of your letter dated 8-13-70 wherein you pose a number of questions and observations regarding the Jumpoff Joe Creek-Louse Creek Section of County FAS 17-102. In the interest of simplicity, I will answer your questions in the order posed.

1. This project now appears on our schedule letting for January 28, 1971.

2. It is not the policy of the Highway Division to limit material sources. In other words, prospective contractors may develop, and often do, their own sources for materials. Any material source that would be adequate in quantity and satisfactory as to quality should be acceptable to a contractor. As long as quality is maintained, the State can offer no objection. Final determination of prospective material source then lies with the contractor.

3. If the County will furnish an exhibit map of the desired detour, it will be incorporated into the specifications. Please bear in mind that local residents must, at all times, have access to and from their properties and, this being the case, the contractor will have a traffic problem regardless of a detour. It is the humble opinion of this office that no monetary saving will be made and that County problems will be increased should a detour be specified.

4. County has been furnished estimates as follows: Alternate "C" which consists of 12" base, 5" PMBB, 2" A.C. for a total depth of 19" with an estimated cost of $626,900.

Alternate "D" which consists of 12" A.C. with an estimated cost of $655,910. Alternate "D," of course, has 7" less surfacing depth and this would necessitate a grade change when compared to alternate "C." Grading quantities under alternate D will be somewhat less than those under alternate "C" due to the fact that a separate grade will prevail for each alternate. The only practical bidding method, therefore, is to choose one of these alternates and let it go to bid. Our Design Section will work up for letting whichever scheme the County specifically requests.

5. In reviewing the money angle, your federal funds shape up as follows:

Present federal funds programed	$ 234,473
Present federal funds on hand	64,890
Present federal funds available in December	64,890
Estimate advancement (3 years@ $64,900)	194,700
Maximum Federal Funds Available as of January, 1971	$ 558,953

This amount of Federal funds converts to a total project of $931,600. Any amount that the contract exceeds this amount must be borne by the County 100%.

The present project length extends from the Louse Creek Interchange (at I-5) to Robertson Bridge Road (westerly edge of Merlin). The shortened project was made necessary by price limit placed by County.

If alternate "D" is chosen, then the estimate for the project would be approximately as follows:

Roadwork estimate	$655,910.00
Railroad signals and additional items	65,500.00
Total Construction Estimate	$721,410.00
13½% Engineering & Contingencies	97,358.00
Total Estimated Cost of Project	$818,768.00

Under State policy, bids are automatically accepted that overrun by no more than 10% so in this case an overrun of $81,877 would still be accepted. This would make total top limit of project at $900,645. Any overrun above this amount would need special State-County permission to award. If this were the project cost ($900,645) then the County deposit would be as follows:

20% of $900,645 = $180,129.

Historically contract prices have been rising each year, so it may be assumed that this project will never go cheaper and we look forward to bringing this project to contract the early part of next year.

Very truly yours,

H S Cox

H. S. Cox
County and City Engineer

HSC:lat

cc: D. J. Barbee

Louis D. Ringuette
Commissoner

Joel L. Barker
Commissioner

Kenneth E. Jackson
Commissioner

BOARD OF COUNTY COMMISSIONERS
JOSEPHINE COUNTY OREGON
COUNTY COURT HOUSE - GRANTS PASS, OREGON 97526

August 13, 1970

Mr. H. S. Cox, County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Merlin-Galice Road
FAS 17-102

Dear Mr. Cox:

o.k.

County Engineer Zimmerlund has reported to us concerning his recent visit to Salem to review the design program on the above-named road. We concur in his verbal recommendations to you to delay the bid opening on this project until January, 1971 in order to take advantage of one more year of federal funds.

rk
if contained within

It is our understanding that rock sources along Jumpoff Joe Creek have not been ✓considered for use in this project. Without full knowledge of your reasons for discarding these sources, we would like your reconsideration of the use of these gravel bars.

As mentioned in our earlier correspondence, we feel it is feasible to allow a contractor a choice between full-stage construction between the Merlin Interchange and the intersection of Carton Way-Merlin Road and re-routing of traffic and detouring traffic on other county roads. We would like this to be fully covered in supplemental specifications when the project is re-advertised.

We hope that reconsideration has been given to a comparison between designs using base rock-plant mix bituminous base-asphaltic concrete wearing course and full deck-asphaltic concrete wearing course, including changing the profile grade.

? This project was originally conceived for construction from the Merlin Interchange to the Merlin Road-Azalea Drive intersection, and we are still hopeful that it will be possible to construct the entire project within the $930,000 estimate.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

By Kenneth E. Jackson
Chairman

~~By~~ Louis D. Ringuette absent
Commissioner

By Joel L Barker
Commissioner

RECEIVED
COUNTY & CITY SECTION
AUG 14 1970
☑ ENGR. ☐ COOR. ☐ CE ☐ AC ☐ UC
☐ DPE ☐ CE ☐ RE ☐ RPE ☐

PEZ:jb

Copy to Barker.

Form E-49

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET 1 OF 2 SHEETS

COMPARISON OF BASE DESIGNS

JUMPOFF JOE - LOUSE CR.

ALTERNATE "A" 11" CTB 4" AC - IMPORTED ROCK						
COARSE AGGR. BASE	TON	13070	1330	14400	3^{10}	44640
CTB MIX	"	64375	6625	71000	3^{75}	266250
CEMENT IN CTB	"	3219	281	3500	31^{00}	108500^{00}
ASPHALT MIX	"	22853	2147	25000	6^{00}	150000
ASPHALT IN MIX	"	1485	115	1600	35^{00}	56000
						625390
ALTERNATE "B" 14" CTB 4" AC - GRANITE						
COARSE AGG BASE	TON	15178	1522	16700	3^{10}	51770^{00}
CTB MIX	"	78375	7625	86000	2^{00}	172000^{00}
CEMENT IN CTB	"	5094	506	5600	31^{00}	173600^{00}
ASPHALT MIX	"	22853	2147	25000	6^{00}	150000^{00}
ASPHALT IN MIX	"	1485	115	1600	35^{00}	56000^{00}
						603370^{00}
ALTERNATE "C" 12" BASE 5" PMBB 2" AC						
COARSE AGG BASE	TON	81852	8148	90000	3^{10}	279000^{00}
PMBB	"	28567	2433	31000	6^{00}	186000^{00}
ASPH IN PMBB	"	1571	129	1700	35^{00}	59500^{00}
ASPHALT MIX	"	11427	973	12,400	6^{00}	74400^{00}
ASPH IN MIX	"	743	57	800	35^{00}	28000^{00}
						626900

3" AC later

"

(See May [illegible] 1970 estimate for additions)

TABULATION SHEET

SHEET 2 OF 2 SHEETS

OREGON STATE HIGHWAY DEPARTMENT

ALTERNATE D 12" AC						
COARSE AGGR. BASE	TON	10118	982	11,100	3^{10}	34410^{00}
ASPHALT MIX	"	68560	6440	75000	6^{00}	450000^{00}
ASPHALT IN MIX	"	4456	444	4900	35^{00}	171500^{00}
						655910^{00}
ALTERNATE "E" 14" EMULSION						
COARSE AGGR BASE	TON	11806	1194	13,000	3^{10}	40300^{00}
EMUSIFIED MIX	"	76806	7194	84000	5^{00}	420000^{00}
ASPHALT IN EMULSION	"	4603	397	5000	40^{00}	200000^{00}
						660300^{00}

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

AC

		L	W	Sq ft.				
142+50	187+50	4500'	44	198000				
187+50	333+90	14640	40	585600				
Co	Rds etc	3200	32	102400				
	"	870	24	20880				
		23210		906880				

Files

RECEI
AUG 20 1970
FOR

RAILROAD COMPANIES
FILE No. 685

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20, 1970

S-17-102(1)
7546

SUBJECT: R/W File 43723
PUX 744 SXF 505
Construction Agreement
Southern Pacific Transportation Co.
Jumpoff Joe Creek-Louse Creek
Interchange Section
FAS 17-102
Josephine County

To: Mr. Floyd Query
Secretary
State Highway Commission
BUILDING

Attached you will find one copy of the subject agreement.

The State's original fully executed counterpart has been handed to Velda DeGuire in Mr. Saling's office for processing, after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

T.W. Litchfield
Railroad & Utility Engineer

ss

cc: F. B. Klaboe
F. D. Morgan
R. N. Bothman (w/attachment)
C. T. Keasey "
A. L. Chapman "
R. N. Chase (3) "
V. E. Skoog "
E.F. Saling (w/original executed agreement)
J. L. Sollis (w/attachment)

Fran

7-22-70
noted in
agreement book
Fran

NOTED
FLOYD QUERY

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 20, 1970

Mr. Per B. Zimmerlund
County Engineer
Department of Roads
Josephine County
Room 120, Courthouse
Grants Pass, Oregon 97526

Re: Highway Easement
Jumpoff Joe Creek-Louse Creek
Interchange Section
FAS 17-102
Josephine County
PUX 744 SXF 505
R/W File 43723

Dear Sir:

Herewith you will find the County's fully executed counterpart of the highway easement granted to Josephine County by the Southern Pacific Transportation Company dated May 18, 1970.

This was returned to me with the Railroad's letter dated July 9, 1970, and I am now sending this document to you for your permanent records.

Please note the last paragraph of the Railroad's July 9 letter and comply with the Railroad's request.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Railroad & Utility Engineer

NOTED
HAROLD REYNOLDSON

TWL:ss
Enclosure

cc: L. I. Lindas
D. J. Barbee
H. S. Cox

RECEIVED
JUL 22 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
MAINOR C. HOLMES

NOTED

NOTED P. B. Arensmeier
RICHARD UNREIN

NOTED
RICHARD BLADORN

NOTED
H. S. COX

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
DON HARWE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

NOTED
H. S. COX

RECEIVED
JUN 10 1970
ENGINEER
COUNTY & CITY DIVISION

June 10, 1970

Southern Pacific Transportation Company
1 Market Street
San Francisco, California 94105

ATTENTION: Mr. T. H. Kruttschnitt, Jr.

Re: Construction Agreement
Highway Easement
Quitclaim Deed
Jumpoff Joe Creek-Louse Creek
Interchange Section
FAS 17-102
Josephine County
YOUR FILE: 91168/323-2
O-O-Jos.-69-12

R/W File 43723
PUX 744 SXF 505
Project No. S-17-102 (1)

Gentlemen:

Herewith you will find the counterparts of the documents submitted with your letter dated May 5, 1970, which have been executed by the County of Josephine and the Oregon State Highway Commission:

(1) The agreement with the State which was executed by the Highway Commission at their meeting of June 2, 1970.

(2) The indenture to Josephine County executed by the County Commissioners on May 18, 1970.

(3) The quitclaim document of the existing easement from County to Railroad executed by the County on May 18, 1970.

A certified copy of the Resolution authorizing the Board of County Commissioners to execute these documents is attached to each counterparty.

These documents are now ready for execution by your principals.

NOTED
HAROLD REYNOLDSON

NOTED
MAINOR C. HOLMES

Very truly yours,

NOTED
[illegible]

F. D. Morgan
Construction Engineer

By:
T. W. Litchfield
Railroad & Utility Engineer

B

cc: Mr. P. E. Zimmerlund
Josephine County Engineer
F. B. Klaboe C. T. Keasey
H. S. Cox A. L. Chapman
L. I. Lindas J. E. Holcomb
Enclosure
cc: Southern Pacific - Portland

NOTED
R. H. PRANGE

NOTED
RICHARD UN

Noted
Oscar H. [illegible]

NOTED

RECEIVED
JUN 9 - 1970
FOR FILING

S 17-102 (1)
7546

June 9, 1970

Josephine County Board of Commissioners
Courthouse
Grants Pass, Oregon 97526

Attention: Mr. Per Zimmerlund

Re: Finance-Construction Agreement
Jumpoff Joe Creek-Louse Creek Int. Section
Merlin-Galice Road
FAS 17-102
Josephine County

Gentlemen:

In paragraph 2 under "Things to be Done by State" in the agreement referred to above, it was erroneously stated "through the town of Merlin where there is to be a 40 foot curb section." This should read 44 foot curb section.

Please make this change on your copy of the agreement.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

HR:ljt:FQ:fkn

cc H. S. Cox
Attn: H. Reynoldson

5-27-70

Order No. 70-432

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

SXF-505

In the Matter of the Application)
of JOSEPHINE COUNTY for authority)
to alter a county road grade crossing)
over the tracks and right-of-way of)
the Southern Pacific Company in the)
vicinity of the City of Merlin in)
Josephine County, in the NW¼ SE¼ of)
Section 21, Township 35 South,)
Range 6 West, Willamette Meridian,)
Josephine County)

ORDER

On June 18, 1969, Josephine County duly filed an application with the commissioner seeking authority to alter an existing highway grade crossing over the tracks and right-of-way of the Southern Pacific Company (Southern Pacific Transportation Company, successor) near the City of Merlin, Josephine County, Oregon.

Copies of the application were duly served upon the Southern Pacific Company, Pacific Power and Light Company, Pacific Northwest Bell Telephone Company, and the Oregon State Highway Department.

The Southern Pacific Company objected to the application, and on February 20, 1970, Josephine County duly filed an amended application in this matter.

Copies of the amended application were duly served upon all parties of interest.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

Based upon the amended application, the files, and field investigation of the commissioner, it is found that the application should be granted upon the following terms and conditions; it is therefore

ORDERED that:

(1) The authority to construct the crossing as requested herein is hereby granted.

(2) Applicant shall construct the crossing and install, at its own expense, two advance warning signs and, facing west bound traffic at a point 475 feet southeasterly of the crossing, a type W-302 "PREPARE TO STOP WHEN LIGHT FLASHES" sign. Such sign shall have a flashing yellow light, interconnected with the track circuits in such a manner that it will begin flashing six seconds before the crossing signals are actuated.

(3) Applicant shall bear 90 percent of the cost of furnishing and installing two Commissioner's Standard No. 2B cantilever signals, equipped with gongs, and two Commissioner's Standard No. 4 automatic gates.

(4) Southern Pacific Transportation Company shall furnish and install two Commissioner's Standard No. 2B cantilever signals equipped with gongs and two Commissioner's Standard No. 4 automatic gates, and bear 10 percent of the cost thereof.

(5) Railroad, subject to reimbursement by applicant, shall

  (a) Rearrange signal and communication lines as may be required.

  (b) Provide and install preservative treated ties and ballast along the portion of the tracks to be covered by the highway-roadway, install continuous rail throughout the crossing for a width, when measured along the centerline of the tracks, of 207 feet.

  (c) Provide such watchmen and flagmen as may be necessary to protect the traffic upon the railroad during the period of construction of the crossing.

(6) Railroad shall, at its own expense, maintain the railroad tracks, ties, and ballast for a distance of two feet outside of the rails, the automatic protection signals, and other railroad facilities.

Made, entered and effective MAY 27 1970.

Public Utility Commissioner

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

FOR Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

S-17-102(1)

7546

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 20, 1970

In reply refer to: 08-35-EC

FROM R. E. Simpson, Division Engineer
Salem, Oregon

Klabe

SUBJECT: Oregon Project S-575(1), 20-Mile Creek Bridge and
Oregon Project S-17-102(1), Jumpoff Joe Creek to
Louse Creek Interchange
Program Approval

This is to confirm that the two subject Federal-aid Secondary projects included on our May 19, 1970 Program Approval, Form PR-48, as Item 1029, S-575(1), 20-Mile Creek Bridge, and Item 1032, S-17-102(1), Jumpoff Joe Creek to Louse Creek Interchange, had been previously approved and authorized to proceed verbally on May 13, 1970. Program Approval for the remaining two projects listed Item 1030, SU-545(2), Johnson Creek Bridge and Item 1031, S-576(1), Nestucca River (Ollie Woods) Bridge remains at May 19, 1970 as shown.

Journal Cof 5-22-70.

NOTED
F. B. KLABOE

RECEIVED
MAY 2? 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

5-19-70

RECEIVED

TRANSACTION NUMBERS 5-37 TO 5-40

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FORM PR-48
(REV. 7-67)

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-19-70

BY (Signature): MR. YOUNG'S APRIL 28, 1970 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU XXX FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 1029 THRU 1032

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1029	S-575(1)	0.01	35,000	21,800	20 MILE CREEK BRIDGE (LAKE COUNTY)	1 STRUCTURE
1030	SU-545(2)	0.13	100,000	63,500	JOHNSON CREEK BRIDGE (MULTNOMAH COUNTY)	1 STRUCTURE
1031	S-576(1)	0.068	250,000	158,700	NESTUCA RIVER (OLLIE WOODS) BRIDGE (TILLAMOOK COUNTY)	1 STRUCTURE
1032	S-17-102(1)	3.63	913,000	494,000	JUMPOFF JOE CREEK TO LOUSE CREEK INTERCHANGE (JOSEPHINE COUNTY)	GRADE - DRAIN - HIGH TYPE PAVEMENT AND RAILROAD CROSSING SIGNALS

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THESE PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED JUNE 24, 1968, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

YOU ARE CAUTIONED, HOWEVER, NOT TO PROCEED UNTIL ASSURED THAT ALL THE REQUIREMENTS OF SECTION 30 OF THE 1968 FEDERAL AID HIGHWAY ACT AS RELATED TO RELOCATION PAYMENTS HAVE BEEN MET AS COVERED IN PARAGRAPH 5 OF THE APPROVED SECONDARY ROAD PLAN. THE STATEMENT "RELOCATION ASSISTANCE: NONE" NOW SHOWN ON THE BACK OF THESE PR-1'S IS NOT CONSISTANT WITH THOSE REQUIREMENTS.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 5-19-70	SIGNATURE AND TITLE R. E. SIMPSON, DIVISION ENGINEER

S-17-102(1)

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-934

RECEIVED
MAY 19 1970
FOR FILING

S-17-102(1)
7546

May 18, 1970

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the June 2 meeting an agreement with the Southern Pacific Transportation Company providing for the construction of the Jumpoff Joe Creek-Louse Creek Interchange Section of the Merlin-Galice County Road in Josephine County. This is a FAS-C project with the State preparing plans, handling construction and collecting Federal-aid in the usual manner.

This agreement is the standard form of construction agreement prepared by the Southern Pacific Transportation Company and requires the State to reimburse the Railroad for its costs and the contractor to provide the usual insurances. The agreement also provides for the reconstruction of a grade crossing near Merlin which is to be protected by cantilevered flashing light signals and crossing gates. The cost of the signals is estimated to be $32,280 and will be shared with the Railroad on a 90-10 basis (Railroad 10%; County and State 90%). In addition, there will be the cost of constructing the new crossing, adjusting signal and communication lines, preliminary engineering, and Railroad protection, which is estimated to be $28,440. These costs borne by the County and the State are eligible for Federal-aid on the usual 60-20-20 basis, as summarized below:

Railroad - 10% of signal costs	$3,230
BPR - 60% of 90% of signal costs plus 60% of other costs	$34,490
County - 20% of 90% of signal costs plus 20% of other costs	$11,500
State - 20% of 90% of signal costs plus 20% of other costs	$11,500
Total Cost of Railroad Work	$60,720

The County has executed the appropriate easement for the new grade crossing and the quitclaim deed for the old crossing. The State's involvement in this matter ends when construction is completed.

I recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
L. H. Young
F. D. Morgan (Attn: T. W. Litchfield)
H. S. Cox
V. E. Skoog
C. T. Keasey

TWL:ss sr

RECEIVED
MAY 18 1970

S-17-102 (1)
75'46

May 14, 1970

Board of County Commissioners
Josephine County
Courthouse
Grants Pass, Oregon 97526

MISC. CONTRACTS and
AGREEMENTS No. 3936

Attention: A. Donley Barnes
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Jumpoff Joe Creek-Louse Creek Interchange Section of the Merlin-Galice Road in Josephine County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fsm
Att.

cc H. S. Cox
(1 conf. agreement att.)

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 14, 1970

SUBJECT: Construction Agreement
Jumpoff Joe Creek-Louse Creek
Interchange Section
FAS 17-102
Josephine County
PUX 744 SXF 505
R/W File 43723

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Herewith you will find the duplicate counterparts and one Xerox copy of the proposed Construction Agreement with the Southern Pacific Transportation Company providing for the construction of the above captioned project.

This agreement provides for the reconstruction of the Merlin-Galice County Road and the grade crossing of the Railroad's tracks near Merlin. At this grade crossing there are to be installed two (2) cantilever flashing light signals equipped with automatic gates and the crossing surface is to be constructed of hardwood planks. The signals are estimated to cost $32,280, with 10% of this cost being borne by the Railroad and 90% by County and State. The track, crossing and wire line work will cost an estimated $18,440. In addition there will be Railroad protective costs estimated to be $10,000. These costs are to be shared on the usual 60-20-20 basis with the BPR and County. The total cost of $60,720 will be shared as follows:

Railroad	$3,230
BPR	$34,490
County	$11,500
State	$11,500

This agreement is the usual type of Construction Agreement with the Southern Pacific Transportation Company and has been reveiwed and approved by our Legal, Design, County & City and Construction Divisions and found to be satisfactory. We recommend your approval and request this be placed on the agenda for the Commission meeting of June 2, 1970.

An easement for the new grade crossing and a quitclaim deed of the existing crossing have been executed by Josephine County and will be returned to the Railroad with this document after it is signed by the Highway Commission.

F. D. Morgan
Construction Engineer

By: T. W. Litchfield
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
Enclosure

RECEIVED
MAY 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COX

Salem, Oregon
May 7, 1970

To:
L. I. Lindas, Chief Counsel
D. J. Barbee, Design Engineer
H. S. Cox, County & City Engineer

SUBJECT:
Construction Agreement
Highway Easement
Quitclaim Deed
Jumpoff Joe Creek-Louse Creek
Interchange Section
FAS 17-102
Josephine County
PUX 744, SXF 505
R/W File 43723

Herewith for your review and approval you will find one copy of the proposed agreement, easement, and quitclaim deed with the Southern Pacific Transportation Company.

Please advise me if these documents are acceptable by May 15, 1970, so that the agreement can be placed on the agenda of the Commission Meeting scheduled for June 2, 1970.

The duplicate originals of the agreement are being sent to Mr. Lindas with this letter, and they should be returned to me with his approval noted thereon for presentation to the Commission.

The duplicate originals of the easement and the quitclaim deed are being sent to Josephine County under separate correspondence.

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

RECEIVED
MAY 8 - 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

NOTED
E. B. [illegible]

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 7, 1970

Mr. Per E. Zimmerlund
County Engineer
Department of Roads
Josephine County
Room 120, Courthouse
Grants Pass, Oregon 97526

Re: Construction Agreement
Highway Easement
Quit Claim Deed
Jumpoff Joe Creek-Louse Creek
Interchange Section
FAS 17-102
Josephine County
PUX 744, SXF 505
R/W File 43723

Dear Sir:

Herewith you will find the following material pertaining to the above captioned project as submitted with Southern Pacific Transportation Company's letter dated May 5, 1970:

1. A copy of the proposed Railroad-State Construction Agreement for the new grade crossing.

2. The duplicate counterparts and one (1) Xerox copy of the proposed Railroad-County easement for the new grade crossing.

3. The original and one Xerox copy of a proposed County-Railroad Quit Claim Deed covering the existing grade crossing.

These documents are now being reviewed by the State and it is intended that the Construction Agreement be executed by the Highway Commission at their meeting of June 2, 1970. The blue backed copies of the easement and Quit Claim Deed must be executed by the County and then should be returned to me for further handling with the Railroad. The Xerox copies should be retained in your files until the fully executed counterparts are returned to you.

Bids for this project will be opened on June 5, 1970.

Mr. Per E. Zimmerlund
May 7, 1970
Page 2

If you have any questions regarding these documents don't hesitate to contact me.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

Enclosures

cc: L. I. Lindas
D. J. Barbee
H. S. Cox

7546

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: April 28, 1970

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klabo

SUBJECT: Oregon Project I-5-2(-)62
Jumpoff Joe-Louse Creek
Pacific Highway
Josephine County

Reference is made to your March 30 letter which included the "Project Base Design" requesting approval for an overlay of the subject project.

The requested overlay depth of 8 inches of AC pavement cannot be approved under our present governing criteria. The maximum overlay depth with Interstate funds that we can justify under our present criteria is 3 inches plus leveling and patching. Any additional depth of pavement overlay will have to be constructed with funds other than Interstate.

Enclosed for your information is a copy of the overlay analysis made in this office.

Enclosure

Routing
1 Barbee B
2 Hall
A. Olson
Sample
3 Terpin T
Swenson
Trout T
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
MAY 5 1970
DESIGN
DIVISION

NOTED
F. B. KLASGE

orig to Decker
copy to Barbee
5-5-70

RECEIVED
MAY 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Jumpoff Joe Creek - Louse Creek I-5-2(-)62
Overlay Analysis
Method IM-21-1-67

1957 Authorization year

1958 Year opened to traffic (FAP Highway Log)

1964 Year pavement reached pt.=2.5

1977 Design Year

R=8, therefore, S=3.2

TRUCK TRAFFIC

Axles	1957	1958	1964	1977
2	95	105	162	285
3	100	110	170	300
4	40	44	68	120
5	425	468	723	1275
6	--	--	--	--

Traffic for 1958 and 1964 was projected assuming a straight line expansion from 1957 to 1976.

Total 18 kip loads from opening to year pt.=2.5 (1958-1964) = 1,056,564.
(See exhibit No. 2)

From Chart 400-2

SN supplied = 3.9

Loading form authorization to design year (1957 to 1977).

(See Exhibit No. 1) Total 18 kip loads= 5,022,800.

From Chart 400-1

AN Reg'd= 4.6

SN Reg'd= 4.6

SN Supplied= $\underline{3.9}$

0.7

Using AC co-efficient of 0.28 yields 0.7/0.28 = 2.5.

Therefore, 3.0" of AC approved for overlay.

A small amount (1/2" to 1") of AC will be allowed for patching and leveling.

Exhibit No. 1

TRAFFIC ANALYSIS

SECTION: Jumpoff Joe Cr.-Louse Cr.

HIGHWAY: Pacific

COUNTY : Josephine

__________ Present ADT (1957)

__________ Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	95	3.0	285	190	38.25	7,268
3	100	3.0	300	200	81.76	16,352
4	40	3.0	120	80	105.30	8,424
5	425	3.0	1275	850	257.76	219,096
6					213.96	
					TOTAL	

TOTAL AVERAGE ANNUAL 18 kip s.a. 251,140

TWENTY YEAR 18 kip s.a. 5,022,800

Exhibit No. 2

TRAFFIC ANALYSIS

SECTION: Jumpoff Joe Cr.-Louse Cr.

HIGHWAY: Pacific

COUNTY : Jpsephine

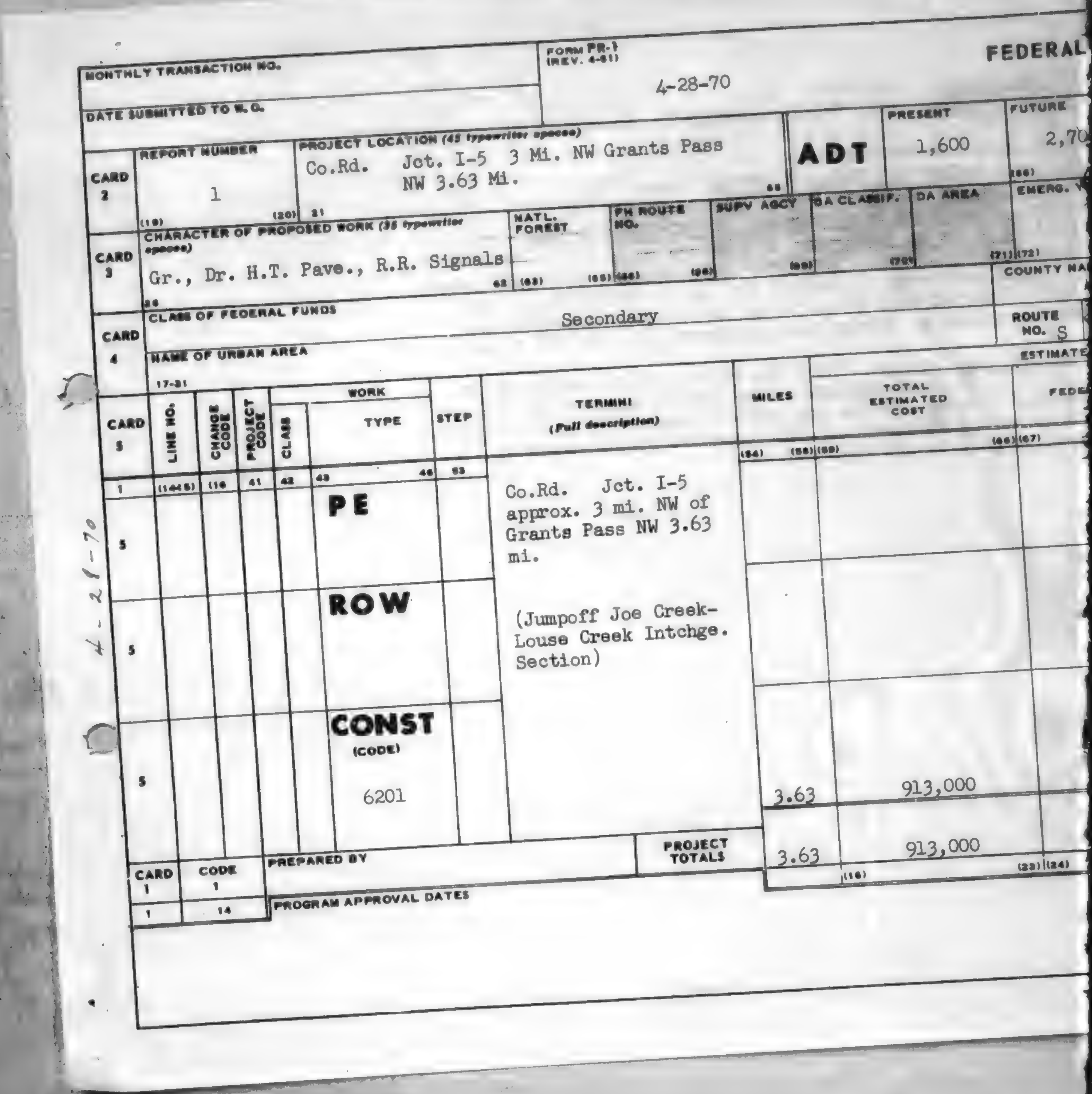
_______ Present ADT (1964)

_______ Percent Trucks

AXIES	TWO WAY TRUCK ADT 58	EXPANSION FACTOR	TOTAL TADT 64	MEAN TADT 58-64	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	105		162	134	38.25	5,126
3	110		170	140	81.76	11,446
4	44		68	56	105.30	5,897
5	468		723	596	257.76	153,625
6					213.96	
					TOTAL	

TOTAL AVERAGE ANNUAL 18 kip s.a. 176,094

TOTAL SIX YEAR 18 kip s.a. 1,056,564



FORM PR-1 (REV. 4-61)

FEDERAL

4-28-70

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

CARD 2	REPORT NUMBER (19) (20): 1	PROJECT LOCATION (45 typewriter spaces) 21 ... 65: Co.Rd. Jct. I-5 3 Mi. NW Grants Pass NW 3.63 Mi.	**ADT** PRESENT: 1,600	FUTURE: 2,70 (66)
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 ... 62: Gr., Dr. H.T. Pave., R.R. Signals	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68) · SUPV AGCY (69) · DA CLASSIF. (70) · DA AREA (71)	EMERG. (72) · COUNTY NA
CARD 4	CLASS OF FEDERAL FUNDS: Secondary	NAME OF URBAN AREA 17-31	ROUTE NO. S	ESTIMATE

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDE
1	(14-15)	(16	41	42	43 ... 46	53		(54) (58)	(59) ... (66)	(67)
5					**PE**		Co.Rd. Jct. I-5 approx. 3 mi. NW of Grants Pass NW 3.63 mi. (Jumpoff Joe Creek-Louse Creek Intchge. Section)			
5					**ROW**					
5					**CONST** (CODE) 6201			3.63	913,000	
							PROJECT TOTALS	3.63 (16)	913,000 (23)	(24)

CARD	CODE
1	1
1	14

PREPARED BY

PROGRAM APPROVAL DATES

4-28-70

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
1,600	2,700 (66) (70)	90 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (9)	1032 (14) (18)

SSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(70)	(71)	(72) (73)	(74) (75)	S- 14 23	17-102(1) 7	13	(24) (26)	27

COUNTY NAME: Josephine CODE 033 (14) (16)

ROUTE NO. S FEDERAL-AID 17-102 (32) STATE Co.Rd. (36) (37) U.S. (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
				Gr., dr., 2-12' lanes H.T. pave., 8' shldrs., install. of RR grade crossing signals with gates.
913,000	494,400	164,800	1,500 (RR) 252,300 (Co.)	ROW-80' Min.; Access Control-None; Park. Restrictions-None; RR-Adj. required including prep. work.
913,000 (23)	494,400 (24) (33)	164,800	253,800	

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48905-P61

JUMPOFF JOE CREEK-LOUSE CREEK INTERCHANGE SECTION
PROJECT S-17-102(1)

Existing Facilities: Two AC travel lanes varying from 10 to 11' in width and with gravel shldrs. varying from 4 to 8'. The existing R.R. grade crossing has cross bucks and stop sign.

Adjacent Sections:

East End: Two 12' AC travel lanes, shlrs. have 1' paving and 2' gravel.
West End: Two 11' travel lanes with 6' gravel shldrs.

Project Data: Construct a roadway 40' in width on improved alignment. To be paved full width with AC and will have two 12' travel lanes and 8' shldrs., except through the Town of Merlin where there is to be a 44' curb section which has two 12' travel lanes and 10' shldrs. Some of the slopes are to be seeded and mulched. The R.R. grade crossing will be improved and widened. There are to be stop lanes at the R.R. crossing for trucks and busses. The crossing will have flashing lights, gongs and drop arm gates, along with advanced warning lights. There will be included R.R. protective insurance and services.

Right of Way: 80' minimum.
Access Control: None.
Railroad Crossing Data:
Railroad: Southern Pacific Transportation Co.
No. of Tracks: One (Main Line Siskiyou).
No. of Trains: Four.
No. of Hi-Speed Trains: None.
Existing Protection: Advance warning, X-bucks, stop sign.
Proposed Protection: Flashing lights, gongs and drop gates.
Railroad Benefits: Maximum.

Minimum Design Standards: The proposed 8' shldrs. are substandard as the State standards require 10' shldrs. for this class of highway; however, the AASHO "Geometric Design Standards for Highways Other Than Freeways, 1969" sets forth in Table 7 a minimum usable shoulder width of 8' for this class of highway (1990 DHV 330). The State and County are of the opinion that 8' shldrs. are adequate for this section of roadway and the expenditure of additional funds to provide an additional 2' of shldrs. each side is not justifiable.

10 to
8'.
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System Action: Completed.
Public Hearing: Held 6/26/69 (Notice in paper 5/26/69 and 6/19/69).
Route Data: S-222(5).
Park and Recreation Areas Affected: None.
Relocation Assistance: None.
Social, Economic & Environmental Affects Considered: Yes.
Location & Design Approval: 3/9/70.
Control of Utilities: The State does not, at this time, have the legal authority to control the use by Utilities of the right of way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.6.

Clearinghouse Review: Under the provisions of paragraph 2b of IM 50-1-70 clearinghouse review is not required as all of the right of way for the project was acquired prior to 9-30-69. BPR letter of February 19, 1970 concurred that review by clearinghouse is not required.

SALEM, OREGON
April 23, 1970

Mr. R. N. Chase
Program and Planning Department
BUILDING

Jumpoff Joe Creek-Louse Creek Interchange
Merlin-Galice Road
FAS 17-102
Josephine County

The estimated cost of the project has been increased and the length of the project has been reduced to 3.63 miles.

The cost revision is as follows:

TOTAL	FEDERAL	STATE	COUNTY	RAILROAD
$913,000	$494,400	$164,800	$232,000	$1,500

HR
Harold Reynoldson
Planning Engineer
County and City Department

HR:ljt

PER E. ZIMMERLUND
COUNTY ENGINEER

DEPARTMENT OF ROADS
JOSEPHINE COUNTY OREGON
COUNTY COURT HOUSE – GRANTS PASS, OREGON 97526

RECEIVED
APR 20 1970
ENGINEER
COUNTY & CITY DIVISION

April 17, 1970

Harold Reynoldson, Planning Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Re: Merlin-Galice County Road
FAS 17-102
Josephine County

Dear Harold:

This will confirm our telephone conversation yesterday concerning the proposed Merlin-Galice Road contract. It is understood that the total amount of monies available under the formula of 60% Federal, 20% State, and 20% County is approximately $820,000.00. The amount of County participation would then be approximately $160,000.00. The revised cost estimate, reducing the proposed project to 3.6 miles, is understood to be approximately $913,000.00. This would complete the project just beyond the intersection with Robertson Bridge Road, starting the project at the intersection with Monument Drive.

The Board of County Commissioners has expressed a willingness to advertise this project at the estimated $913,000.00, agreeing to allocate the additional funds needed in order to award this project (a difference between $913,000.00 and $820,000.00, as quoted above). This would mean a maximum total allocation of County funds of approximately $250,000.00. ← 257,000

The Board of County Commissioners is quite concerned about the increase in the cost estimate above that of a few months ago and wishes to make it clear that they may wish to withdraw the project after bid opening if the low bid exceeds the $913,000.00 estimated cost.

I hope that this will clarify the questions concerning this project and that it can be advertised in time for the proposed May 14 bid opening.

Sincerely,

Per E. Zimmerlund
County Engineer

Copies – Klaboe.
Barbee
Terpin.
Swensen

PEZ:jb

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

Noted
Oscar H. Norberg

NOTED
DON HARWELL

Section JUMPOFF JOE - LOUSE CR INTCHGE

Project Allotment $ ~~760 000.00~~

Highway FAS 17-102

Project Length ~~2.43~~ 3.63 MILES

County JOSEPHINE

Completion Time

Kind of Work GRADING, PAVING & SIGNING

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 765,878.75

Anticipated Additional Items:

Flagging (State Share)	6000.00
Slide Correction	
Railroad Protective Costs	10 000.00
Other Railroad Costs	23,000.00
Signing	
Pavement Striping	
Adjust Utilities	
Move mail Boxes	

~~39,000.00~~

~~$ 804,878.75~~

Engr. & Cont. (13½) 108 658.63

Total $ 913,537.38

Credit for

Estimated New Authorization, Constr. $

RECEIVED
APR 16 1970
ENGINEER
COUNTY & CITY DIVISION

11½" CTB

NOTED
DON RA[illegible]

Form E-60- Form E-60-

OREGON STATE HIGI
DEPARTMENT

OREG

JUMPOFF JOE CR. LOUSE CR PATCHES

APR 14 1970

No	ITEM	-		Price	Amount
1.	FURNISHING FIELD LABORATORY BUILDING	1	only	1000.00	1000.00
2	TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC	all	Specified		4500.00
3	CLEARING AND GRUBBING	"	"		20000.00
4	REMIVAL OF STRUCTURES AND OBSTRUCTIONS	"	"		6000.00
5	DITCH EXCAVATION	1200	Cu yds	2.50	3000.00
6	GENERAL EXCAVATION	65000	" "	1.25	81250.00
7	Borrow Excavation OVERHAUL	6200 4000	Cu yd C-yd Stas	1.25 0.40	7750.00 1600.00
8	TRENCH EXCAVATION	1600	Cu yds	3.00	4800.00
9	FINISHING ROADBED AND SLOPES	all	Specified		4700.00
10	OBLITERATION OF ROADWAY	3700	Sq yd	1.00	3700.00
11	WATERING	1700	M Gals	3.00	5100.00
12	COARSE AGGREGATE BASE	39,000	Tons	2.25	87750.00
13	3/4"-0 " "	500	"	2.50	1250.00
14	CEMENT TREATED BASE MIXTURE	68,000	"	2.00	136,000.00
15	PORTLAND CEMENT IN CTB MIXTURE	4300	"	31.00	133,300.00
16	ASPHALT IN SEAL	165	"	65.00	10725.00
17	CLASS "B" ASPHALT CONCRETE MIXTURE	23300	"	5.25	122325.00
18	ASPHALT CEMENT IN MIXTURE	1510	"	37.00	55870.00
19	ASPHALT IN TACK COAT	9	"	75.00	675.00
20	3/4"-0 AGGREGATE IN PRIME COAT	280	cu yds	6.50	1820.00
21	MC-250 ASPHALT " " "	48	Tons	65.00	3120.00
22	CLASS "A" CONCRETE IN BOX CULVERT EXTENSION	34	cu yds	90.00	3060.00
23	REINFORCEMENT " " " "	5300	lbs	0.25	1325.00
24	12-INCH CULVERT PIPE	340	lin ft	4.00	1360.00
25	18-INCH " "	1200	" "	5.95	7140.00

Form E-40-

Form E-40-

OREGON STATE HIGH
DEPARTMENT

OREG

JUMPOFF JOE CR. - LOUSE CR. INTCHGE   Apr. 14 1970

No	ITEM				
26	24- INCH CULVERT PIPE	240	lin ft	8^{75}	2100^{00}
27	30- " " "	190	" "	10^{75}	2042^{50}
28	36- " " "	290	" "	15^{00}	4350^{00}
29	12-INCH SEWER PIPE	1180	" "	5^{00}	5900^{00}
30	15- " " "	740	" "	6^{00}	4440^{00}
31	18- " " "	400	" "	8^{00}	3200^{00}
32	24- " " "	84	" "	12^{00}	1008^{00}
33	EXTRA FOR PIPE UNDER PAVEMENT	130	" "	10^{00}	1300^{00}
34	CONCRETE INLETS, TYPE GB-1	6	only	175^{00}	1050^{00}
35	" " " GB-2	12	"	190^{00}	2280^{00}
36	" " " D-MODIFIED	2	"	290^{00}	580^{00}
~~37~~	~~GUARD RAIL, TYPE 2A~~				
~~38~~	~~GUARD RAIL ANCHORS~~				
39	CONCRETE CURBS	290	cu yd	45^{00}	$13,050^{00}$
40	EXTRA FOR ASPHALT APPROACHES	100	only	50^{00}	5000^{00}
41	GUIDE POSTS, W-1	130	only	8^{00}	1040^{00}
42	GUIDE POSTS, Y-1	80	only	8^{00}	640^{00}
43	PAINTED WOOD SIGN POSTS	all			1500^{00}
44	SIGN SUPPORT FOOTINGS	all			750^{00}
45	SINGLE SIGN SUPPORT POSTS	all			3000^{00}
46	TYPE C & D SIGNS IN PLACE	185.5	sq ft	5^{50}	1020^{25}
47	TYPE E, F & G " " "	146	" "	6^{00}	876^{00}
48	TYPE P " " "	272	" "	6^{00}	1632^{00}
					$765,878^{75}$

Check on Sign Plans of proj length

Revised

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

		Apr '70			Jan 69		
		Quantity	Price	Amount	Quantity	Price	Amount
	Furnish Field Lab	1 only	1000.00	1000.00			
	Temp Protect & Dir.	all		4500.00	17,500 diff		
	Clearing & Grubbing	"		37,500 25000.00	all		20,000.00
	Removal of Str & Obstr.	"		7000.00			
5	Ditch Exc.	1220 cy	2.50	3050.00	1230 cy	2.50	3075.00
	Gen. Exc.	80,000 cy	1.25	65,500 diff 100000.00	68,400 cy	0.50	34200.00
7	Overhaul	11,300	0.40	4520.00	10200	0.40	4080.00
8	Trench Exc.	1800	3.00	5400.00	1630	3.00	4890.00
9	Fin RB & Sl.	all		5500.00	4.41 mi	1200	5292.00
10	Obl of Rwy.	3900 sq yd	1.00	3900.00			
11	Watering	2000 M.G.	3.00	6000.00	3150	3.00	9450.00
12	Control Base	47000 Tn	2.25	105,750.00	92000 Tn	2.15	197800.00
13	PM Stone Base				8400 Tn	2.30	19320.00
14	3/4"-0	580 T	2.50	1450.00		Diff 320,040	
15	CTB MIX	102,000 Tn	3.00	306,000.00	630,800		310,760
16	PC in CTB MIX	6600 Tn	31.00	204,600.00			
17	Asphalt in Seal	200 Tn	65.00	13000.00			
18	Bit Base Mix				15300 Tn	4.50	68850.00
19	Asph in Bit Base				670 "	37.00	24790.00
20	Class B AC Mix	28000 Tn	5.25	147000.00	30,000 "	5.00	150000.00
21	Asph in AC MIX	1800 "	37.00	66600.00	1650 "	37.00	61050.00
22	Asph in Tack	10 "	75.00	750.00			
23	3/4"-0 Agg in Prime	250 cy	6.50	1820.00			
24	MC-250 " "	50 T	65.00	3250.00	10,205		
25	Class A Conc in Brl	34 cy	90.00	3060.00			
26	Reinf in Conc Culv	5300 lb	0.25	1325.00			

1970 DHV--190
1990 DHV--330

MEMO TO R. N. CHASE

April 6, 1970

NOTED
HAROLD
REYNOLDSON

FAS 17-102, JOSEPHINE COUNTY, Jumpoff Joe Creek-Louse Creek Interchange SECTION

TERMINI: From junction with I-5 westerly 4.4 miles to an intersection just westerly of Hugo Road, FAS 17-101.

M.P. 0.5 to 4.9

PROPOSED WORK: Grade, drain, base and pave, improve, widen and install traffic control signal at the railroad crossing.

PROJECT LENGTH: 4.4 miles

COSTS:

	TOTAL	FEDERAL	STATE	COUNTY	OTHER RR
CONSTRUCTION--FAS-C	$745,000	$447,000	$149,000	$149,000	
FAS-G	15,000	13,500			
	$760,000	$460,500			$1,500

EXISTING FACILITIES: Two AC travel lanes varying from 10 to 11 feet in width and with gravel shoulders varying from 4 to 8 feet. The existing railroad grade crossing has cross bucks and stop sign.

ADJACENT SECTIONS:

EAST END: Two 12-foot AC travel lanes, shoulders have 1-foot paving and 2-foot gravel

WEST END: Two 11-foot travel lanes with 6-foot gravel shoulders.

PROJECT DATA: Construct a roadway 40 feet in width on improved alignment. To be paved full width with AC and will have two 12-foot travel lanes and 8-foot shoulders, except through the town of Merlin where there is to be a 44-foot curb section which has two 12-foot travel lanes and 10-foot shoulders. Some of the slopes are to be seeded and mulched. The railroad grade crossing will be improved and widened. There are to be stop lanes at the railroad crossing for trucks and busses. The crossing will have flashing lights, gongs and drop arm gates, along with advanced warning lights. There will be included railroad protective insurance and services.

RIGHT-OF-WAY: 80 feet minimum
ACCESS CONTROL: None

RAILROAD CROSSING: Yes, Mainline of Southern Pacific Transportation Company. Four trains per day at 25 miles per hour.
MINIMUM DESIGN STANDARDS: Spirals on the roadway in Merlin are below standard to save absorbant right-of-way costs.

SYSTEM ACTION: Completed
PUBLIC HEARING: Held 6/26/69 (Notice in paper 5/26/69 and 6/19/69)

UNUSUAL OR COMPLICATED SITUATIONS: The railroad signals are to be financed as an FAS-G project with the Federal funds paying 90% and the railroad paying 10%.

NOTED
DON HARWELL

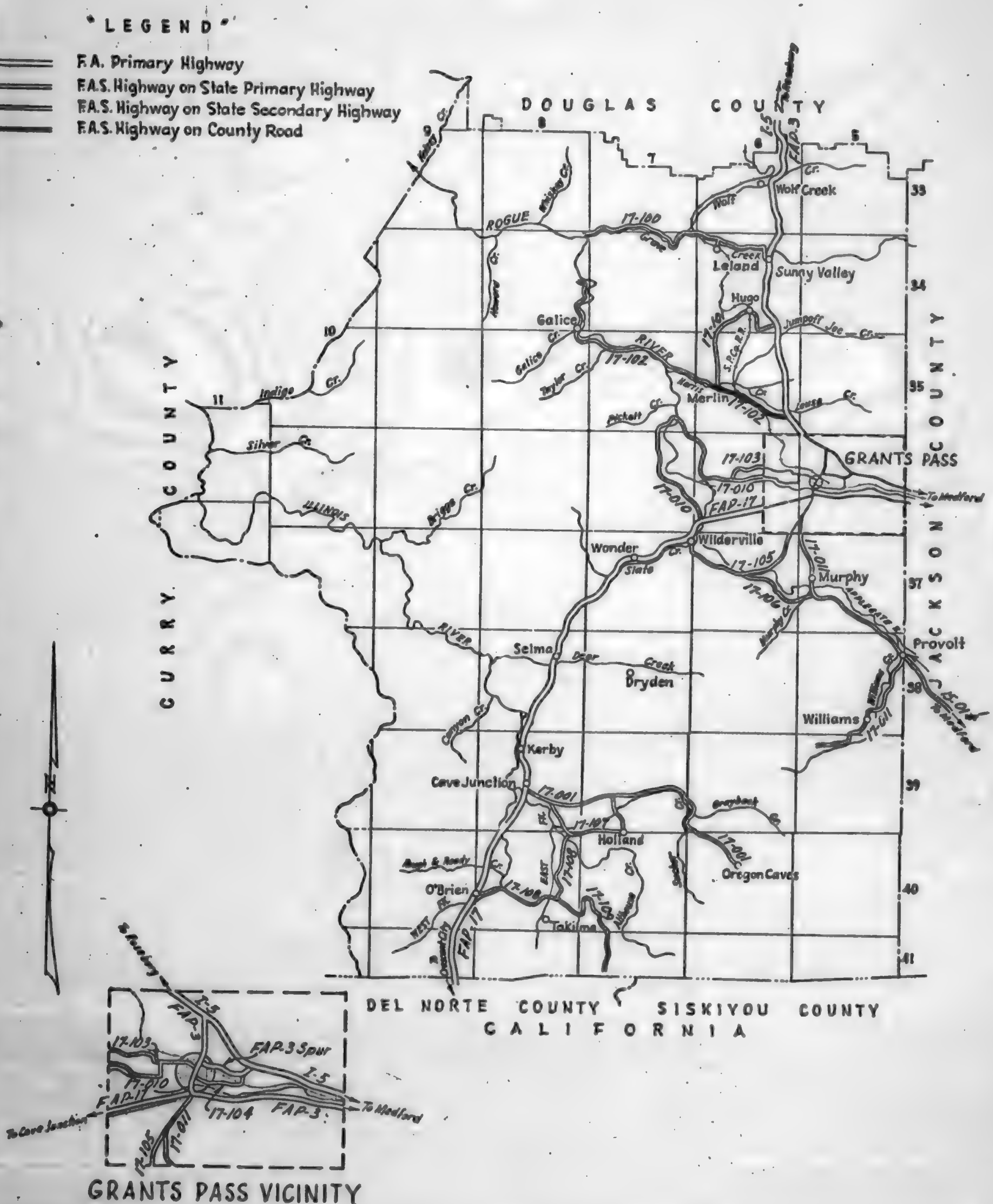
ROUTE DATA: S-222(5)

Park and recreation areas affected------------------No
Relocation Assistance-------------------------------No
Social, economic & environmental affects considered-Yes
Location & design approval--------------------------3/9/70
Control of utilities by agreement-------------------Yes

JOSEPHINE COUNTY

FAS SYSTEM

Scale 0 2 4 MI.


"LEGEND"
F.A. Primary Highway
F.A.S. Highway on State Primary Highway
F.A.S. Highway on State Secondary Highway
F.A.S. Highway on County Road
DOUGLAS COUNTY
CURRY COUNTY
JACKSON COUNTY
DEL NORTE COUNTY
SISKIYOU COUNTY
CALIFORNIA
To Roseburg
I-5
FAP-3
5
6
7
8
9
10
11
33
34
35
37
38
39
40
41
Wolf Creek
Wolf Cr.
ROGUE
Whiskey Cr.
17-100
Grave
Creek
Leland
Sunny Valley
Hugo
17-101
S.P.Co.R.R.
Jumpoff Joe Cr.
Galice
Galice Cr.
Taylor Cr.
RIVER
17-102
Merlin
Louse Cr.
Pickett Cr.
Indigo Cr.
Silver Cr.
ILLINOIS
Briggs Cr.
GRANTS PASS
To Medford
17-103
17-010
FAP-17
Wilderville
Wonder
State Cr.
17-105
17-011
Murphy
17-106
Applegate R.
Murphy Cr.
Provolt
RIVER
Selma
Deer Creek
Bryden
Canyon Cr.
Williams Cr.
Williams
17-011
Kerby
Cave Junction
17-001
Grayback Cr.
17-107
Holland
EAST Fk.
17-108
Rough & Ready Cr.
17-109
Sucker Cr.
Oregon Caves
O'Brien
WEST Fk.
Takilma
FAP-17
To Crescent City
To Roseburg
I-5
FAP-3
FAP-3 Spur
17-103
17-010
F.A.P.-17
17-104
FAP-3
To Medford
To Cave Junction
17-105
17-011

GRANTS PASS VICINITY

3-16-70

NOTED
H. S. COX

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Federal Aid Project No. ______________

Highway No. FAS 17-102

Project Name: Jumpoff Joe Creek-Louse Creek Sect., Merlin-Galice Road (including bridge approach on FAS 17-101)

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check one)

   ☒ There has been no displacement of persons from residences, farms, or businesses; or

   ☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Grants Pass, Oregon,

this 16th day of March, 1970.

JOSEPHINE County

Chairman

Commissioner

Commissioner

RECEIVED
MAR 17 1970
ENGINEER
COUNTY & CITY DIVISION

Copy to:- John Oaks
C. G. Swanson
R.N. Chase
C T Keasey Div Eng's

NOTED
P. B. [illegible]

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE (11/17/69)

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
MAR 17 [illegible]0
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

S-17-102(1)
7546

March 12, 1970

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Revised Descriptions-R/W File 43723
Jumpoff Joe Creek-Louse Creek
Interchange Section
FAS 17-102
Merlin-Galice County Road
Josephine County
YOUR FILE: 91168/321-4
0-0-Jos.-69-12

NOTED
F.B. KLABOE

Gentlemen:

Herewith you will find two (2) copies of our description of the easements on your property required for construction of the above captioned project.

These descriptions dated March 9, 1970 replace those dated July 29, 1969 which were submitted to your with our letter of February 10, 1970 and are being submitted to you as promised in our letter dated March 9, 1970.

This should supply you with sufficient information to complete preparation of the agreement and easement indenture required for the construction of this project.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

Enclosure

cc: Southern Pacific - San Francisco (w/ two (2) prints of description)
Per E. Zimmerlund, County Engineer, Josephine Co. (w/one (1) print of description)

F. B. Klaboe
H. S. Cox
D. J. Barbee

J. L. Sollis
C. T. Keasey
A. L. Chapman
J. E. Holcomb

RECEIVED
MAR 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
H. S. COX

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 9, 1970

Re: Revised Encroachment Map
Jumpoff Joe Creek-Louse Creek
Interchange Section
FAS 17-102
~~Merlin-Galice~~ County Road
Josephine County
YOUR FILE: 91168/321-4
O-O-Jos.-69-12

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Gentlemen:

Herewith you will find one (1) mylar print and two (2) ozalid prints of our encroachment map No. 9B-6-15 dated February, 1970, Revised March, 1970 for your use. Please discard the maps previously transmitted.

The description of easements for R/W File 43723, dated July 29, 1969, and submitted to you with our letter dated February 10, 1970, are being revised to conform to the encroachment map. Corrected descriptions will be sent to you as soon as they are prepared.

Inasmuch as we intend to open bids for this project on ~~April 23~~ June, 1970, we would appreciate receiving your agreement by April 1, 1970 so that this construction schedule can be met.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
MAR 10 1970
COUNTY & CITY DIVISION

TWL:ss

Enclosure

cc: Southern Pacific-San Francisco (w/2 prints of Drawing 9B-6-15)
P. E. Zimmerlund, County Engineer, Josephine County (w/1 print of Drawing 9B-6-15)

F. B. Klaboe
H. S. Cox
D. J. Barbee

J. L. Sollis
C. T. Keasey
A. L. Chapman
J. E. Holcomb

NOTED
HAROLD REYNOLDSON

NOTED
P. B. Arens

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

March 3, 1970
(date)

Josephine County Board of Commissioners
Courthouse
Grants Pass, Oregon 97526

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway FAS 17-102

Section Jumpoff Joe Creek-Louse Creek Interchange: Grade & Pave

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

RECEIVED
MAR 10 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD REYNOLDSON

March 5 1970
(date)

By Kenneth E Jackson

By Laurel O. Paquette
Commissioner

By Joe L Davis
Commissioner

NOTED
H. S. COX

NOTED
P. B. Arensmeier

cc: L. H. Young
Attn: Duane Ridings

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

RECEIVED
FEB 11 1970
FOR FILING

S-17-102(1)

7546

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 10, 1970

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Revised PUC Application
Encroachment Maps, Cross Sections
and Description of Easements
Jumpoff Joe Creek-Louse Creek
Interchange Section
FAS 17-102
Merlin-Galice County Road
Josephine County
YOUR FILE: 91168/321-4
O-O-Jos.-69-12

Gentlemen:

Herewith you will find two (2) prints each of the following:

1. Encroachment Map, Drawing No. 9B-6-15, dated February, 1970
2. Encroachment Cross Sections, Drawing No. 9B-6-20, dated February, 1970
3. Description of Easements for R/W File 43723, dated July 29, 1969
4. Railroad Crossing Markings, dated February, 1970
5. Advance Warning Sign, Railroad-Highway Grade Crossing, dated December 11, 1968

This material should provide you with sufficient information from which to prepare a Construction Agreement and Easement indenture for this project. As previously advised the right of way acquisition is the responsibility of the County, and any comments you have in this regard should be directed to the County Engineer, Mr. P. E. Zimmerlund.

We are now assisting the County to prepare the revised application to the Public Utility Commissioner in line with my letter to your Mr. Kruttschnitt dated December 16, 1969 and your letter to Mr. Zimmerlund dated January 29, 1970. Prints of items 4 and 5 above will be attached as exhibits to the revised PUC Application.

Mr. Zimmerlund has indicated that the "PREPARE TO STOP WHEN LIGHT FLASHES" sign will be installed for a highway approach speed of 50 miles per hour for westbound traffic. According to the drawing, this will be placed 475 feet from the tracks, and the flashing yellow light should be interconnected with your track circuits so that it will begin flashing six (6) seconds before the cantilever signals begin flashing.

Inasmuch as the approach speeds for eastbound traffic will be considerably lower we feel the standard advance warning sign will suffice.

By copy of this letter I am sending one (1) print each of the above material to Mr. Zimmerlund for his information, and two (2) prints to your San Francisco office in the usual manner.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

Enclosure

cc: P. E. Zimmerlund, County Engineer, Josephine County (w/attachments)
Southern Pacific - San Francisco

F. B. Klaboe
H. S. Cox
D. J. Barbee
J. L. Sollis
C. T. Keasey
A. L. Chapman
J. E. Holcomb

RECEIVED
FEB 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

PER E. ZIMMERLUND
COUNTY ENGINEER

DEPARTMENT OF ROADS
JOSEPHINE COUNTY OREGON
COUNTY COURT HOUSE – GRANTS PASS, OREGON 97526

NOTED
H. S. COX

December 23, 1969

File 43485 (50)

H. S. Cox
County and City Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Bob - Hd

Re: Jump-Off-Joe Creek-Louse Creek
Interchange Section
Merlin-Galice County Road
FAS 17-102
Josephine County

Dear Mr. Cox:

Please be informed that the BLM Decision No. OR 5493 covering the land from that government agency for the right of way for this project has been recorded in Josephine County Deed Records as follows: Volume 267 at Pages 204; 205; 206; 207; 208 and 209.

The recording date was December 19, 1969.

Very truly yours,

Per E. Zimmerlund
Per E. Zimmerlund
County Engineer

PEZ:mf

To Joe Carter 1/5/70

NOTED
HAROLD
REYNOLDSON

RECEIVED
DEC 24 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

fro —

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

RECEIVED
SEP - 4 1969
ENGINEER
COUNTY & CITY DIVISION

September 3, 1969

Manager, Land Office
Bureau of Land Management
P. O. Box 2965
Portland, Oregon 97208

File 43485 (50)
Jumpoff Joe Creek-Louse
Creek Interchange Sec.
Merlin-Galice County Road

NOTED
H. S. COX

Attention Chief, Lands Section

Dear Sir:

We are enclosing a tracing and four prints thereof showing a right of way of various widths desired by the State of Oregon, by and through its State Highway Commission, in behalf of and for the County of Josephine, in

T. 35 S., R. 6 W., W. M., Josephine County, Oregon,
Sec. 27: SW¼NE¼

for the relocating and widening of the Jumpoff Joe Creek-Louse Creek Interchange Section of the Merlin-Galice County Road, FAS Route No. 17-102.

The State of Oregon, by and through its State Highway Commission, hereby makes application for this land under the Act of August 27, 1958 (72 Stat. 885-916; 23 U.S.C. Sec. 317) pursuant and subject to the terms and conditions contained in 43 CFR 2234.

We understand that there is no merchantable timber on this requested right of way. To complete the application, we are enclosing the assurance of compliance. Also enclosed is the authorization from Josephine County to have the County named as the nominee on the Decision.

We will expect your Decision when the necessary field reports have been received in your office.

Very truly yours,

G E Rohde
G. E. ROHDE
Chief Counsel

MC:ls
Encs. 1 tracing, 4 prints,
assurance of compliance,
County authorization &
2 cc letter
cc: Bureau of Public Roads (3)
(With 3 prints & assurance)
County-City Division
Mr. C. T. Keasey, with 3 prints
Mr. L. W. Riley

NOTED
HAROLD REYNOLDSON

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

RECEIVED
DEC 19 1969

FOR FILING

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

December 16, 1969

S-17-102(1)
7541

Southern Pacific Transportation Company
1 Market Street
San Francisco, California 94105

ATTENTION: Mr. T. H. Kruttschnitt, Jr.

Re: Angle of Grade Crossing
Jump Off Joe Creek-Louse
Creek Interchange Section
FAS 17-102
Merlin-Galice County Road
Josephine County
YOUR FILE: 91169/323-2
O-O-JOS-69-12

R. B. KLABOE

Gentlemen:

On October 23, 1969 representatives of your Company, Josephine County, the Public Utility Commissioner and the State Highway Division met in Salem and discussed the alteration and possible relocation of the existing grade crossing, No. C-481.9 near Merlin.

At this meeting Highway Division people explained that the grade crossing had been given considerable study by everyone involved. They produced two (2) alternates to the original proposal contained on the PUC Map (Drawing No. 9B-6-6) which was submitted to you with a copy of my letter to Mr. Zimmerlund dated May 21, 1969, and as shown on the encroachment map (Drawing No. 9B-6-15) submitted to you with my letter dated September 5, 1969. These alternates crossed your tracks easterly of the proposed crossing at a slightly greater angle than the 16° 14' proposed on the PUC Map, but neither would provide as suitable a crossing as is presently proposed. One alternate proposal crossed your tracks approximately 480 feet east of the existing crossing at an angle of approximately 23°, and the other crossed your track approximately 960 feet east of the existing crossing at an angle of approximately 31°. Both of these alternates are more costly than the original plan and provide an alignment inferior from the highway standpoint.

The alignment as proposed will provide a 2000 foot tangent when approaching the crossing from the east. This will provide much better visability of the crossing protective devices and advance warning signs than could be afforded on either of the alternate proposals.Inasmuch as we will agree to the installation of Public Utility Commissioner's Standard No. 2B cantilevered flashing light signals augmented with PUC Standard No. 4 crossing gates, and since we intend to install an advance warning flashing yellow light interconnected with the flashing light signals facing westbound traffic, we feel the traveling public will be adequately protected. We propose to install delineators, reflector buttons and painted curbs as shown on our Traffic Engineering Division's drawing dated August 12, 1969, which was sent to you by way of your Mr. Kendrew in your Portland office. While the proposed crossing of 16° 14' is admittedly more acute than desirable under most circumstances, in this case we feel it to be the best of the available alternate solutions.

In your Mr. Kilborn's letter to Mr. Zimmerlund dated September 3, 1969, you detailed three (3) objections to the geometrics of the proposed crossing. While it is acknowledged that the driver would have to look over his left shoulder to an extreme extent in order to observe the Railroad when approaching from either direction, it is our belief that when automatic protection exists at a crossing, apprdaching drivers rely upon the automatic protection to warn of the approach of a train rather than to observe the train themselves. The length of the crossing admittedly is much longer than usual, and, in order to minimize maintenance it may be advisable to use asphaltic concrete rather than the customary gum wood planks at this location. We do not understand why you feel there should be a high instance of gate arm breakage, but in order to minimize this possibility the County may be willing to establish a designated speed through this area somewhat less than the 55 mile an hour basic rule speed.

We have examined the accident record at the existing grade crossing and have found that there is no record in the past ten (10) years of a vehicle-train collision at this location. Other haccidents have occurred, however, in which the existing reverse curve alignment has apparently been a contributing factor. The alternate proposals presented at the October 23 meeting did not improve the horizontal highway alignment sufficiently to improve this accident picture.

Therefore, with due consideration to the geometric alternates available, overall project [illegible] the availability of funds, the safety of the traveling public, and the interests of the Railroad, County and State, we feel the crossing as proposed in our application to the PUC and protected in a manner as described herein, will provide the safest crossing possible at this location.

There are other matters which must be resolved between the Railroad and the County. These are sharing construction and maintenance costs of the crossing protective devices and the grade crossing surface, the installation and maintenance of advance warning signs and signals, establishment of a speed zone through the crossing area, and acquisition of right of way from the Railroad for the highway. If the geometrics of the crossing as proposed on our PUC Map, encroachment map, and preliminary plans can be approved by the Railroad, I am sure that an agreement can be reached between the Railroad and County insofar as the other items are concerned.

Bids are to be opened for this project on April 23, 1970, and it is felt that with sincere negotiation from all parties, this construction schedule can be met. We will greatly appreciate your favorable consideration of our proposals set forth herein.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By: T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
DEC 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

cc: D. A. Haakensen-PUC
Southern Pacific-Portland
P. E. Zimmerlund, County Engr.
Josephine County
F. B. Klaboe
H. S. Cox
D. J. Barbee
J. L. Sollis
C. T. Keasey
A. L. Chapman
J. E. Holcomb

p

RECEIVED
OCT 1 - 1969

STATE OF OREGON
1859

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
EDW. G. HUFFSCHMIDT, Chairman
McKEE A. SMITH, Vice Chairman
JOSEPH I. EOFF, Member

ROBERT W. SCHONING
State Fisheries Director

S-17-102 (1)
7546

September 26, 1969

cc's sent 9-29-69

F.B. Klaboe ✓
L.H. Young
F.E. Terpin (3)
T.C. Roake (3)
C.G. Swenson
W.H. Tebeau
R.D. Asburry (2)
C.T. Keasey (2)
J. F. Putnam (2)

Mr. Forrest Cooper, State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Mr. Cooper:

We have reviewed the following preliminary plans transmitted to us by your letter dated August 26, 1969 and have the following comments:

> South Yamhill River (Grand Ronde) Bridge FAS 915, Polk County; total salmon and steelhead trout will be utilizing this reach of the river in the early part of October through the spring of 1970. It is vitally important that fish passage and water quality conditions be maintained during this period. We suggest that the channel and riprap work be done behind a berm to minimize silting of the stream.
>
> Jumpoff Joe Creek-Louse Creek Interchange FAS 17-102, Josephine County, and Esplanade Street-Fort Klamath Road FAS 415, Klamath County; we anticipate no problems on the above projects, thus they are approved.

Sincerely,

Burt Carnegie

BURT CARNEGIE
HYDRAULICS ENGINEER

cc Oregon State Game Commission

RECEIVED
SEP 30 1969

FORM 2-30 (12-67)

Routing
Morgan
[illegible]
Bond
Walker
Boehme
Johnson

Peusa
Swan
Glenn
Litchfield
Gallagher
Stein

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
SEP 22 1969
CONSTRUCTION DIVISION

Salem, Oregon
September 19, 1969

To: MEMO TO THE FILES

SUBJECT: Angle of Grade Crossing
Jump Off Joe Creek-Louse Creek
Interchange Section
FAS 17-102
Merlin-Galice County Road - C-R/W-Co. Rds Josephine
Josephine County

A meeting was held on September 17, 1969 in the field and in the office of the County Engineer at Grants Pass, Oregon with the following persons present:

Mr. James R. Ritchie of the Public Utility Commissioner's Office
Mr. Per E. Zimmerlund, County Engineer, Josephine County
Mr. Harold Walsh, Southern Pacific Company
Mr. John E. Holcomb, Field Utilities Liaison Engineer - OSHD
Mr. T. W. Litchfield, Utilities Liaison Engineer - OSHD

This meeting was requested by Mr. Ritchie in an effort to resolve the differences between the County, State and Railroad concerning the angle of the proposed grade crossing on the above captioned section. The existing road crosses the Railroad at an angle of approximately 54°. The grade crossing as proposed to be altered will cross the Railroad at an angle of 16° 14'. The Railroad and PUC oppose this angle of intersection and wish the State and County to reconsider the proposed design and develop a new design which will cross the Railroad at a somewhat sharper angle than 16° 14'. The PUC also suggested that an overcrossing be considered.

I have asked Mr. Tebeau to investigate and prepare a preliminary estimate of the cost of an overcrossing structure. On the basis of his investigation he estimates the cost of a grade separation taking the highway over the Railroad near the existing grade crossing will cost approximately $920,000. An alternate proposal southeast of the existing grade crossing approximately opposite Highway Station 217 is estimated to cost $690,000. In the meeting it was indicated by State and County representatives that it was economically unfeasible to construct a grade separation on this class of highway. After an inspection in the field Mr. Ritchie did not continue to press for an overcrossing but requested that something more favorable than the 16° 14' angle crossing be investigated. I agreed that we would investigate the matter and see what could be done. On September 18, 1969, I discussed the subject with Frank Hall, who is studying the problem.

In discussing this privately with Mr. Zimmerlund he indicated he did not wish to compromise the highway alignment since there have been accidents which occurred as a result of the existing reverse curvature of the road. There have been no train-vehicle collisions at this crossing for at least ten (10) years, according to Mr. Ritchie. Although

NOTED
F. B. KLABOE

the Railroad is opposed to this 16° 14' angle of crossing, they have offered no constructive suggestions as to how it might be improved. They have indicated that the angle of crossing is unacceptable because it will require a driver approaching to look over his left shoulder to view trains approaching the crossing, and the length of crossing (204.35 feet when measured along track centerline) will pose an abnormal maintenance burden on the Railroad, and they expect a high incidence of breakage of the crossing gate arms.

After investigation by our Design Division we will again meet with the County and Railroad and explain exactly what can or cannot be done, and if the Railroad still objects to our proposal, we will then proceed to a PUC hearing. At that hearing we must have witnesses representing the County, County Commissioner and Mr. Zimmerlund, and from the State, our Resident Engineer, Mr. A. L. Chapman, who located this project and studied the problem extensively, and representatives from our Design Division who can testify to our design policies. The hearing would probably be held in Grants Pass within two months from this date. The County's District Attorney who will prepare the case, but he will need considerable help from our Mr. Sollis.

As it stands now, our Assistant Design Engineer, Frank Hall, is investigating the possibility of increasing the angle of crossing and when he has completed his study we will again meet with the County and Railroad. If that proves to bring forth no agreement among the parties, the matter will be set for hearing by the PUC.

F. D. Morgan
Construction Engineer

By:
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: Per E. Zimmerlund, County Engineer, Josephine County
F. B. Klaboe
H. S. Cox
D. J. Barbee
Jack L. Sollis
C. T. Keasey
A. L. Chapman
J. E. Holcomb

RECEIVED
SEP 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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SEP 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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SEP 15 1969
DESIGN
DIVISION

1859

GAME
~~COMMISSION~~
S-17-102(1)
~~OFFICE OF THE DIRECTOR~~
7546
~~P. O. BOX 3503 • 1634~~ S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

September 11, 1969

Klaboe

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. Frank Hall

REFERRED TO
Hall
BY ASST. STATE HWY. ENGR.
9-15-69

Dear Sir:

We are replying to your letter of August 26, 1969, which referred to the plans of six projects as follow:

1. Sutherlin Interchange-Grave Creek
   Pacific Highway, Douglas and Josephine Counties
2. Cedar Hills Boulevard Interchange
   Sunset Highway, Washington County
3. Biddle Road Interchange (Medford)
   Crater Lake Highway, Jackson County
4. South Yamhill River (Grand Ronde) Bridge
   FAS 915, Polk County
5. Jumpoff Joe Creek-Louse Creek Interchange
   FAS 17-102, Josephine County
6. Esplanade Street-Fort Klamath Road
   FAS 415, Klamath County

cc's sent 9-16-69
F.B. Klaboe /
L.H. Young
F.E. Terpin (6)
T.C. Roake (6)
C.G. Swenson
W.H. Tebeau
L.W. Rulien (2)
R.D. Asburry (2)
C.T. Keasey (6)
J. F. Putnam (2)

There will be no conflict with fishery resources on any of the above projects, and they are approved.

We appreciate the opportunity to comment on these projects.

RECEIVED
SEP 1[illegible] 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. OFC

8-21-69

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF THE STATE OF OREGON
FOR JOSEPHINE COUNTY

FAS 17-102

IN THE MATTER OF)
THE ALTERATION OF) ORDER ESTABLISHING ROAD
MERLIN-GALICE ROAD)

On August 21, 1969, at the hour of 2:00 o'clock P.M. at Room 100, Josephine County Courthouse, Grants Pass, Oregon, the Board of County Commissioners of Josephine County considered the report of the Board of Road Viewers and the petitions for damages filed herein in the above entitled matter, and all files and records of these proceedings had herein having been submitted to the District Attorney of Josephine County for his inspection, and the District Attorney having advised the Board of County Commissioners that all proceedings had herein are legal and proper, and the Board of County Commissioners being satisfied that the road will be of public utility and the amount of damages assessed in the report of the Board of Road Viewers or Supplement thereto is just and equitable, and the report of the Board of Road Viewers being favorable hereto, and the Board of County Commissioners considering the road to be sufficiently important to the public, and of sufficient importance to the public to cause the damages so assessed and determined to be paid by the County, and the Board of County Commissioners being fully advised in the premises, now, therefore, it is hereby

ORDERED that all petitions filed herein be and hereby are denied; and it is further

ORDERED that the report of the Board of Road Viewers filed herein be and is hereby adopted; and it is further

ORDERED that Merlin-Galice Road be and is hereby established as altered and relocated as described in the REVISED LEGAL DESCRIPTION except as recommended by the Supplement to the Board of Road Viewers Report for modification be shown in the REVISED LEGAL DESCRIPTION which attached hereto and by this reference made a part of this report; and it is further

ORDERED that all parts of the former road between the termini specified hereinabove which are not included within the limits of the road established as hereinabove specified and described, are hereby vacated;

and it is further

ORDERED that said road herein so established and altered and relocated be finally surveyed and opened, and that the field notes be recorded in suitable books kept for that purpose in the office of the County Surveyor; and it is further

ORDERED that the County Roadmaster, who is a registered engineer under the laws of the State of Oregon, be notified of the establishment of said road herein as altered and relocated; and that he proceed to survey and monument said road herein established as altered and relocated, along the alignment established herein; and that he prepare and file in the office of the County Surveyor the final record thereof; and that he make and file with the County Clerk a complete set of field notes, together with a plat and profile conforming to the requirements of ORS 368.530; and that the County Surveyor receive from the County Roadmaster, file and keep, a record of said survey in all respects the same as if said survey had been made by the County Surveyor himself; and it is further

ORDERED that damages assessed and determined in the report of the Board of Viewers and Supplement thereto filed herein be paid out of the general county road fund, and that warrants be issued to the persons and in the amounts designated in said report and Supplement immediately upon this order becoming final and operating to establish the road as provided in ORS 368.515.

Dated this 21 day of August, 1969.

BOARD OF COUNTY COMMISSIONERS

By Joel L. Barker
Commissioner

By
Commissioner

By Paul J. Rinvette
Commissioner

PHONE 476-6849
AREA CODE 503

PER E. ZIMMERLUND
COUNTY ENGINEER

DEPARTMENT OF ROADS
JOSEPHINE COUNTY
ROOM 120, COURTHOUSE
GRANTS PASS, OREGON 97526

RECEIVED
AUG 22 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

August 21, 1969

Mr. Harold Reynoldson
Planning Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Re Jump-Off-Joe Creek - Louse Creek
Interchange Section
Merlin-Galice County Road
FAS 17-102

ATTENTION: Mr. Frank Hall, ~~Design Section~~ Ass't Design Eng'r

Dear Mr. Reynoldson:

Attached you will find a sketch of the proposed right of way change in the vicinity of station 331 to 333. This right of way width proposal has been discussed, by phone, with Mr. Hall of your design office and Mr. Quiner in your Roseburg Division office.

Problem in the right of way acquisition from the J. & P. George property has made it necessary to propose this change.

Existing septic tank location is within 33 feet of the road centerline, and additional problems in attempting to relocate this septic tank system on the existing commercial site (0.36 acre), has made it necessary to narrow down the right of way to the existing 30 feet.

On the attached sketch map you will find the originally proposed right of way in red and the changed proposed right of way in blue. Our Board of Road Viewers report on the right of way acquisition has been corrected and submitted to the Board of County Commissioners incorporating this change.

I will leave it to your judgement as to whether a curb section or a narrower ditch line should be constructed within the 30 feet right of way.

Your cooperation in this matter is appreciated.

Sincerely,

Per E. Zimmerlund

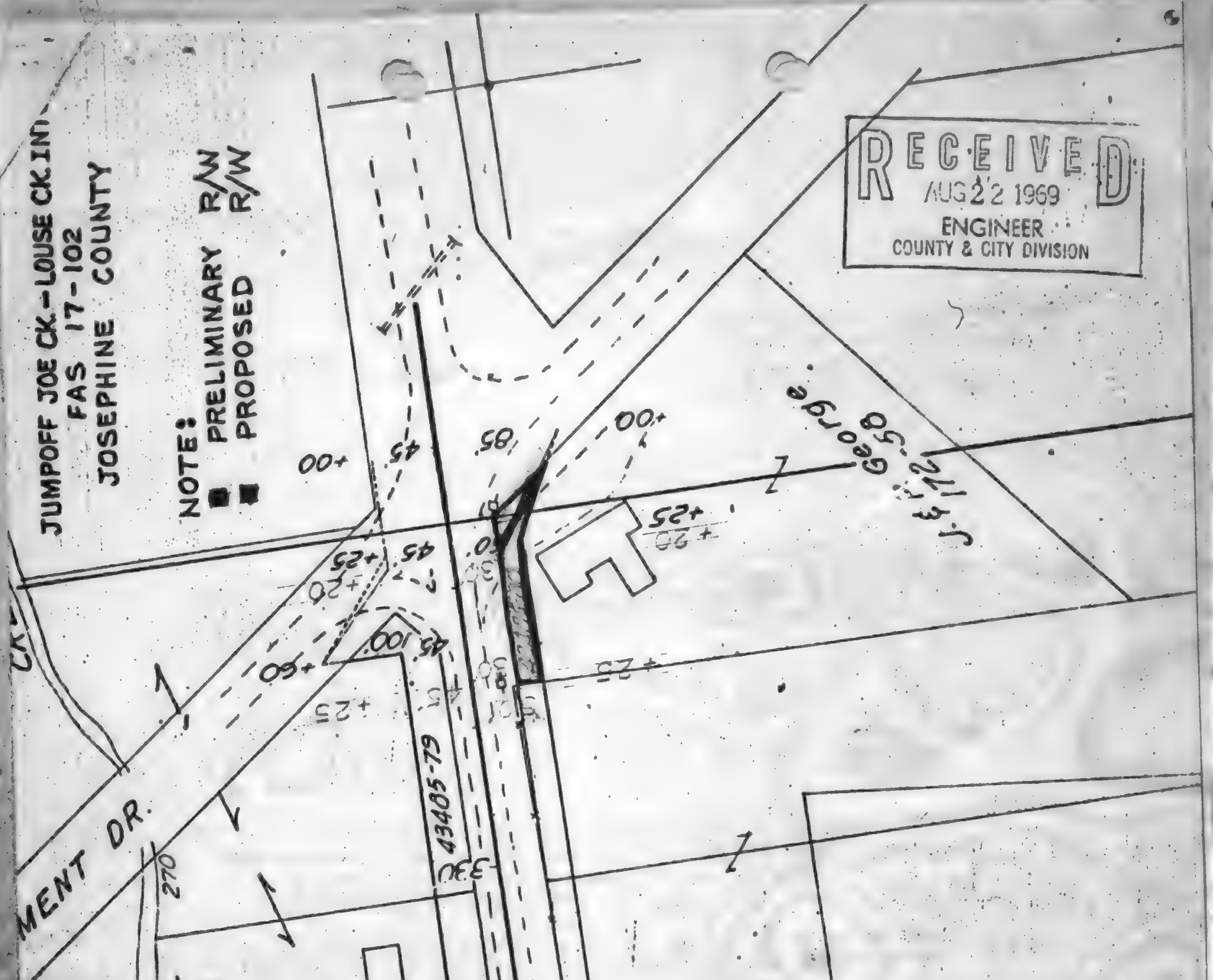
Per E. Zimmerlund
County Engineer

PEZ:mf
Attachment

Ext. to Hall 8/22/69 KD

NOTED
HAROLD
REYNOLDSON

NOTED


JUMPOFF JOE CK.-LOUSE CK. INT.
FAS 17-102
JOSEPHINE COUNTY
NOTE:
■ PRELIMINARY R/W
■ PROPOSED R/W
MENT DR.
LOUSE
CK.
ROAD
T.R. Parker
260-352
227-111
252-375
O.E. & R.B. Buntin
217-238
J.M. Keith
104-299
J. & T. George
112-56
43485-79
43485-78
43485-77
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ENGINEER
COUNTY & CITY DIVISION

17

August 8, 1969
(date)

NOTED
H. S. COX

RECEIVED
AUG 11 1969
JOSEPHINE COUNTY ROAD DEPT.

Josephine County Board of Commissioners
Courthouse
Grants Pass, Oregon 97526

Attention: Mr. Per Zimmerlund, County Engineer

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
HARWEL

Highway FAS 17-102 (Merlin-Galice County Road)

Section Jumpoff Joe Creek-Louse Creek Interchange: Grade & Pave

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
AUG 12 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
LD
R NOLDSON

August 11, 1969
(date)

By Per B. Zimmerlund, Co. Eng.

By Joel L Barker
Commissioner

By Kenneth E Jackson
Commissioner

NOTED
RICHARD UNREIN

NOTED
MANOR C. HOLMES

NOTED
R. H. PRANGE

17

FORM E-30-X (12-67)

NOTED
H. S. COX

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
July 30, 1969

To: Mr. B. J. Barbee
Design Engineer

Attn: Floyd Scott

SUBJECT: DESCRIPTION
Jumpoff Joe Creek - Louse Creek Interchange Section
Merlin - Galice County Road
Josephine County

Attached you will find 1 description in quintuplet covering easements to be acquired in connection with Jumpoff Joe Creek - Louse Creek Interchange Section of the Merlin-Galice County Road in Josephine County.

The right of way on this section is to be acquired by the county.

File No.	Name	Area
43723	Southern Pacific Co.	0.37 acre P-1 7.3 acres P-2 0.18 acre P-3 1.3 acres P-4

RECEIVED
JUL 30 1969
ENGINEER
COUNTY & CITY DIVISION

EARL F. SALING,
Right of Way Office Manager

AC:ih
Enc. 1 description

~~cc:~~ H. S. Cox
L. W. Riley

NOTED
HAROLD
REYNOLDSON

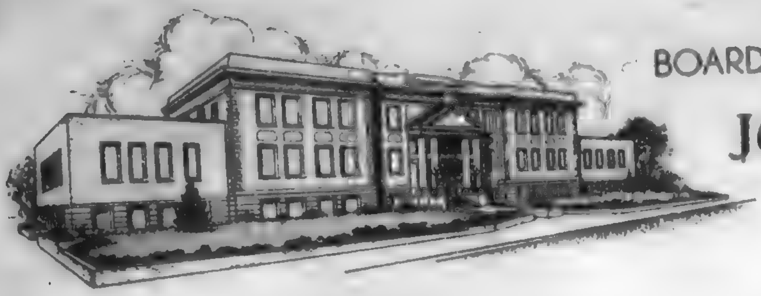
NOTED
MAINOR C. HOLMES

NOTED
HARWELL

Louis D. Ringuette
Commissoner

Joel L. Barker
Commissioner

Kenneth E. Jackson
Commissioner



BOARD OF COUNTY COMMISSIONERS
JOSEPHINE COUNTY OREGON
COUNTY COURT HOUSE - GRANTS PASS, OREGON 97526

July 2, 1969

Mr. H. S. Cox
County City Engineer
Oregon State Highway Department
Salem, Oregon 97310

Re: Jump-Off-Joe Creek - Louse Creek
Interchange Section
Merlin-Galice County Road
FAS 17-102

Dear Sir:

Pursuant to a memorandum of the Oregon State Highway Department, County and City Division, in regard to right of way prodecures for FAS-C Projects, the County of Josephine, acting through the undersigned Board of County Commissioners, does hereby make, acknowledge and state that the testimony given at the public hearing held on June 26, 1969, at 2:00 P.M. in Room 100, Josephine County Courthouse, Grants Pass, Oregon, has been studied and evaluated and the social economic and environmental effects of the location and design of the subject project have been considered and does find the said project compatible to the local planned arterial system.

The Board of County Commissioners does recommend and support the subject project.

BOARD OF COUNTY COMMISSIONERS

By Joel L Barker

By Louis D. Ringuette

WDO:mf

RECEIVED
JUL 3 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

RECEIVED
JUL 8 1969
ENGINEER
COUNTY & CITY DIVISION

MINUTES

HEARING - Jump-Off-Joe Creek - Louse Creek Interchange Section of Merlin-Galice County Road

TIME: Thursday, June 26, 1969 2:00 P.M.
PLACE: Room 100 Josephine County Courthouse
Grants Pass, Oregon

This being the time set for the public hearing on the Jump-Off Creek- Louse Creek Interchange Section of the Merlin-Galice County Road in/near Townsite of Merlin, in Josephine County, Oregon, and there being present

Joel L. Barker, Chairman, Board of County Commissioners, Josephine County
Kenneth E. Jackson, Josephine County Commissioner
Louis D. Ringuette, Josephine County Commissioner
Per Zimmerlund, County Engineer, Josephine County
Robert Prange, Oregon State Highway Dept., Salem, Oregon
Carroll Keasy, Oregon State Highway Dept., Roseburg, Oregon
Al Chapman, Oregon State Highway Dept., Grants Pass, Oregon
W. N. Bryant, Bureau of Public Roads, Salem, Oregon
Dave Graham, Josephine County Road Dept., Josephine County
Wally Owen, Josephine County Road Dept., Josephine County
Nora Sparlin, Deputy Clerk, Josephine County
Clyde W. Sackett, Box 207, Merlin, Oregon
C. E. Campbell, Merlin Development Co., P.O. Box 105, Grants Pass, Oregon
Justin V. George, 5080 Monument Drive, Grants Pass, Oregon
M. L. Holbrook, P. O. Box 401, Merlin, Oregon
R. J. Snider, 2555 Merlin Road, Grants Pass, Oregon
Rodney C. McIntosh, P.O. Box 124, Merlin, Oregon
Roy L. Hanscom, 3142 Merlin Road, Grants Pass, Oregon
Ula L. Ewers, 3086 Leonard Road, Grants Pass, Oregon
J. C. A. Ballman, 1015 Abegg, Merlin, Oregon
Donal Lee Field, 1430 Merlin Road, Grants Pass, Oregon
Arthur E. Tush, 2405 Merlin Road, Grants Pass, Oregon
Helen J. Tush, 2405 Merlin Road, Grants Pass, Oregon
Beatrice Smith, 201 Acorn Street, Merlin, Oregon,

when the following proceedings were had, to-wit:

(Verbatim transcript from tape recording)

JOEL L. BARKER: Good afternoon, ladies and gentlemen. We have today a hearing on the corridor-design, FAS-C Project on Jump-Off-Joe Creek-Louse Creek Interchange Section of the Merlin-Galice Road. For our opening statements for the record today, we'd like you to know that this is 2:00 o'clock p.m., Thursday, June 26th, 1969, which time has been set for the public hearing on the Jump-Off-Joe Creek-Louse Creek Interchange Section of the Merlin-Galice County Road in or near the Townsite of Merlin, in Josephine County.

In January, 1969, the Federal Highway Administration put into effect a revised Policy and Procedure Memorandum governing public hearings. This memorandum sets forth the rules under which we are conducting today's corridor-design hearing relating to this proposed Federal-Aid Highway Project. We are here to afford you the opportunity to express your opinions regarding the proposal.

Further, under the new Policy and Procedure Memorandum, you may make both oral and written statements, and in addition anyone, regardless of whether he has or has not made a statement today, will have an additional ten days to submit written comments which will be made a part of the record of this hearing. Such written comments should be mailed to the County Courthouse.

This hearing, including all statements and comments, will be transcribed verbatim and sent to the State Highway Department for review. All testimony given at today's hearing will be evaluated to determine the socioeconomic impact and the feasibility of the proposal.

We will follow a schedule in the conduct of this Hearing: first, an engineering description of the proposal will be presented; next a brief explanation of right-of-way procedures will be given; then, everyone wishing to make a statement will be given the opportunity to do so.

So that you may know those of us at the front of the room, I will introduce the following people: First of all, from the State Highway Commission, I'd like you to meet Bob Prange, of the City-County Division, Oregon State Highway Department, Salem, Oregon. Thank you, Bob.

Carroll Keasy, Division Engineer, Oregon State Highway Department, Roseburg, Oregon. (Pause) Apparently Mr. Keasy has not arrived yet. We'll grant his absence for the moment and we'll acknowledge him when he arrives.

Next, Al Chapman, Resident Engineer, Oregon State Highway Department,Grants Pass, Oregon. Al, happy to have you with us.

And, of course, somewhere near me here should be my colleagues, Louis Ringuette, County Commissioner, and, Ken Jackson, County Commissioner.

Mr. Per Zimmerlund, our County Engineer, is up forward here. Per, happy to have you with us.

At this time, we'll take the next step, and I'd like to have Mr. Al Chapman or Mr. Bob Prange, I've forgotten just which of you now will present this engineer's description in lieu of Mr. Keasy, who was going to present it. Do either of you have this document? If so, are you prepared to give it?

ROBERT PRANGE: Mr. Chairman, Carroll Keasy was to have given the engineer's description and I assume, since he is on his way with it, perhaps you can go on to the other order of business, and hope that he will be here to give it.

JOEL L. BARKER: I'm sure that we can in that manner and, since it's a technicality relative to the description, we will move on to save the time of people who've taken the project rather seriously and come in here to testify and observe.

I will now read to you the right-of-way procedures that apply in these cases.

> Reads as follows: Any property which is required for the construction of a project, such as the one being discussed today, will be appraised on the basis of "Market Value." Market Value is defined as the price a willing buyer would pay for property offered by a willing seller with neither party having any obligation to either buy or sell. To pay more that the Market Value of property would be unfair to the taxpayers who provide the monies for road improvements. To pay less than Market Value would be unfair to the property owner.
>
> In accordance with the Federal-Aid Highway Act of 1968, the following assurances must be given:
>
> 1. That every reasonable effort will be made to acquire real property by negotiation.
>
> 2. That no person shall be required to move from his home, farm, or business location without at least 90 days' written notice.

3. That an amount will be established which is believed to be just compensation and a prompt offer will be made to acquire property for the full amount so established.

The 1968 Federal-Aid Highway Act also liberalized the benefits available to persons who are displaced from their homes, farms, or business locations. We are obligated, therefore, to provide relocation assistance to anyone who is displaced and required to move from his home, farm, or business location by Federal-Aid Highway programs. The Highway Department has published a brochure explaining the relocation assistance program. Copies of the brochure are available at this meeting. (end reading)

At this time, we're pleased to announce that Mr. Carroll Keasy has arrived, the Division Engineer of the Oregon State Highway Department, Roseburg, Oregon. Carroll, will you acknowledge your presence, please. (Mr. Keasy stood) Thank you very much. We moved on to a little simple reading of the right-of-way procedures, Carroll. Would you at this time give the Engineer's description for us, please.

CARROLL KEASY: We don't have one of the large hearing maps here, do we?

WALLY OWEN: We have these small . . (Mr. Owen holds up small map)

CARROLL KEASY: Just the small ones? Well, you can refer to your small maps.

JOEL L. BARKER: Are these small maps available for the people, please?

(Wally Owen indicated that the people had been given the small maps)

CARROLL KEASY: There isn't too much on this that would require reference to the map, anyway. The purpose of this project is the improvement of the Merlin-Galice County Road facility, starting at the junction of Abegg Road and terminating at the intersection of Monument Drive. This improvement as shown -- there will be a slight improvement in line, grade, closely following the existing alignment both horizontally and vertically. Access to adjoining properties will, in general, be at or near existing access points.

It is anticipated that there will be 430 vehicles daily utilizing this facility, including 100 logging trucks. This will increase to 925 vehicles daily by 1989.

The physical characteristics of this proposed project are as follows:

Two 12' travel lanes, asphaltic concrete 4" thick; 8' shoulders, 44' between curbs through Merlin, 4.41 miles in length, 298.8° total central angle, a total of 14 curves, one maximum curve of 11.2°, the maximum central angle of any curve is 44.6°, total estimated cost of project $760,000. No residences will be affected; one railroad at grade crossing will be present and both overhead and underground utilities will be involved.

JOEL L. BARKER: Is there any question on the description? If anyone has any question relative to the description only at this time, we'll be happy to have your question. I might add that any further questions will come later in the meeting. (pause) If there are no questions relative to the description, we'll move on to the next portion of our meeting here.

At this time we are going to enter into the testimony period and I would like to say that statements will be taken for or against the proposal, and, I want to again assure you that the entire proceedings of today's hearings are being recorded and they will be reviewed and evaluated. Once again I would like to remind you that we will accept additional written comments for 10 days after the close of the hearing. We ask you to confine your remarks to the relative merits of the proposal.

Now, according to the agenda that we have set up here, I will classify the people who may want to testify first. Before we're through, of course, we'll get the opportunity to everyone to speak.

Are there any elected officials here, such as a legislator or a county official or a city official? We would give you an opportunity to make a statement at this time, if you so desire. (no answer) Hearing none, I would invite the head of any governmental agency to make a statement, if they wish. (no answer) We'll move on from this category to the Chamber of Commerce or the Public Utility or a Corporation that may wish to make a statement. (no answer) Hearing none we'll move on to that portion that I feel is the most important and that's all interested persons. At this time we will ask for statements from official residents of Josephine County who are concerned in this area, to make statements. We will request that these statements be to the point, merits of the proposal, and we trust that they will be brief. May I see hand of the first person who wishes to speak. (pause) Yes. Your name, please.

CLYDE SACKETT: My name is Clyde Sackett and I live in Merlin, or at the other edge of Merlin, and I've lived there for several years now, since 1921, to be exact.

JOEL L. BARKER: Thank you.

CLYDE SACKETT: I've traveled the Merlin Road for many, many years and it is my conclusion that we are slighting the whole area unless we take this opprotunity to do something constructive, and I think a highway is called for in this area. I have a description of what I believe to be the adequate alternate to what the Highway Department has proposed and if this is the time to read it, I would be glad to do so. Would that be permissable?

JOEL L. BARKER: May I ask you the approximate time on it?

CLYDE SACKETT: Well, it's one page.

JOEL L. BARKER: I would be happy to hear it at this time. Thank you.

CLYDE SACKETT: I may not have this written so it can be fully understood. I hope that I can read it so that you will get the idea and then I'll leave this with you for further review, if you wish.

> Reads and comments as follows: To Propose: To construct a new roadbed to highway standards from a point beginning at the Southern Pacific crossing (called White Crossing by most people) at the end of the improved Camp Joy Road to extend along and parallel the railroad on the west side toward Merlin and depart at a point in the general vicinity of the Merlin Wood Yard to veer behind the Merlin School and existing dwellings to exit and connect with the present Merlin-Galice Road at a point beyond the Merlin Baptist Church, running behild the church and on the boundary of the Gordon LaGest property and improve cross connections and access ramps to accept and release traffic at necessary points. Dedicate Camp Joy Road to one-way traffic, eastbound to Interstate 5 from Merlin and construct a new leg from a point approximately ½ mile toward Merlin on the present Merlin Road as the west bound section off the freeway connect with the new roadbeds at White Crossing, restricting this to one way traffic.
>
> Now the reason that I feel that this is something that the Highway Department and the County Commissioners should consider is that the increase of through traffic to down-river points is going to increase, and, as the roads are constructed and existing roads improved down-river, there will be a demand on it for traffic through to the cost. The present Merlin-Galice section, even with improvements and alignment as proposed will only be adequate for a very few years. I've seen that traffic grow

this span of years just tremendously. I've seen accidents and near accidents on it - it's enough to scare one to death. Recreational attractions of the Rogue will continue to draw tourists and the influx of new residents will soon demand more and more of the road system. Logging and mining interests need a more direct and safer route for transport of material. By-passing local congested areas will reduce hazard for all traffic....and especially school busses and log rigs.

New location would mean less displacement of industrial and residential installations. Minimize set-back of utility lines and allow full 100' right-of-way without unsightly poles and lines.

Higher road grade would produce better drainage as opposed to present water-level grade and allow smoother curvature of road with gentle grade to elevate to level of freeway.

Present Merlin Road is substantial, and with some removal of obstruction to vision and possibly minor realignment, will serve local traffic for many years. A large portion of local would access to new road. Right-of-way will be easier and less costly to acquire now.

Easier access to present sanitary landfill from Grants Pass points, eliminating the danger on present road where garbage trucks must cross center line to turn back toward town.

I thank you for your time. I realize that it may be too late in the day to take such things under consideration, but I feel very strongly that we could use a new road system in the area, and that would be an ideal location for it.

JOEL L. BARKER: Thank you very much. May we have a copy of your statement there? Do you have one for us?

CLYDE SACKETT: Yes. Do I leave it with whom?

JOEL L. BARKER: You may leave it with us here now, if you wish to. (Mr. Sackett hands paper to Mr. Barker).

JOEL L. BARKER: At this time we will hear from Mr. Coleman Campbell of the Merlin Development Co., P.O. Box 105, Grants Pass, Oregon. Mr. Campbell, if you please.

COLEMAN CAMPBELL: Well, fundamentally, I have a question. Are the maps of the proposed road in more detail than this going to be made public somewhere where we can study them, and will there be somebody able to answer questions for us?

JOEL L. BARKER: I'm confident that they will, Mr. Campbell, and I'll direct that question to one of these gentlemen for an answer.

BOB PRANGE: Yes, Sir. We have preliminary construction plans here. If you wish, you can stay after the meeting and we can discuss your individual problems at that time.

COLEMAN CAMPBELL: Specifically, on general terms, I recognize that the Merlin-Galice road is rated as a county road, or rather, I have been told such. And as a county road, it should go from one community to another. As Mr. Sackett has expressed himself, I feel very strongly that this is much more than a county road. That this is a road that represents a through-way to the coast. Not this year or next year, but in the future, and as Mr. Sackett has expressed, but without a detailed recommendation, because I'm not an engineer to be qualified to choose a route, a serious mistake is being made to force this road through the center of Merlin.

JOEL L. BARKER: Thank you, Mr. Campbell. Your remarks will be reported and considered. Next, we would like to hear from Justin V. George, of 5080 Monument Drive, Grants Pass. Mr. George, would you like to make a statement at this time of any nature? You recorded yourself as being here on our card and I would like to know if you have anything you'd like to say.

JUSTIN GEORGE: I have no comment, at this time.

JOEL L. BARKER: No comment. Thank you.

JUSTIN GEORGE: I'm a little concerned on how they're going to negotiate in the Merlin interchange itself. According to the freeway, we have a bad interchange at the present time right there now. It should be a four-way stop of some sort - now it's a direct hazard to the local people. Until we find out what you specifically have on the preliminary mapping of it, I have no comment.

JOEL L. BARKER: Thank you very much. In view of the interest in it, and the question that you have posed here, is anyone at this point qualified to give an answer to his question relative to the interchange plans there or is it premature?

CARROLL KEASY: I think it's a little premature now. We do have a proposal for a revision on the easterly side of the freeway, but...ah...Al, do you remember if there was a revision proposed on the west side?

AL CHAPMAN: There's no revision on the west side but the revision on the east side will eliminate this crossing that he's talking about if it is done as the preliminary plans suggest. It's to take out that cross traffic down there and to allow the people to come off the freeway and to eliminate the stop and the hazardous condition there at the east side.

JOEL L. BARKER: Thank you very much. At this time I would like to have you hear from Mr. M. F. Holbrook, P.O. Box 401.

M. F. HOLBROOK: Mine will be probably more after it changes over. I want to find out just where things are going and if my stakes are where they're supposed to be. I may have to move part of them.

JOEL L. BARKER: Well, fine. Thank you for being here and I think we can probably answer some of your questions later. Be happy to.

At this time we have a card from Mr. R. J. Snider, from 255 Merlin Road, Grants Pass, a property owner.

R. J. SNIDER: That will be in the form of a couple of questions and I'll stay 'till after the meeting.

JOEL L. BARKER: You would like to wait till after the meeting for your questions? Thank you very much. We would be happy to hear from you then.

We acknowledge cards from many people here who wish to be recorded as being here, and not particularly wishing to make a statement at this time. Their interests, of course, are our interests. I will give these cards and information to our secretary. First of all will be W. W. Bryant; secondly, Beatrice Smith. We have no check on this card from Helen J. Tush. If she wishes to make a statement, we would certainly be happy to hear from her.

HELEN J. TUSH: I have no statement.

JOEL L. BARKER: Thank you very much. These cards are a little confusing and are not all checked. I wanted to make sure that we didn't overlook anything.

(Mr. Barker checks cards and calls names as follows:)

JOEL L. BARKER: Arthur E. Tush? (pause) A gentleman here, Rodney C. McIntosh, who would like to make a statement, representing himself, at P.O. Box 124, Merlin, Oregon. Mr. McIntosh, please.

RODNEY C. McINTOSH: Actually, I'm a property owner out here. I own the Wheel-In Cafe. Mainly I want to find out where the road is going, how much of the property you're going to take, and what it's going to leave me with. Right now the business isn't opened, but, it has been in the past, and I plan to have it opened in the future. But at the same time, if the road is going to come through there and cross the front of the property, well, it's not going to be of too much value. I understand (pause) I talked to the fellows in the Engineer's Division a little earlier - I recognize one gentleman but I don't know his name. They told me it was coming within about 23 ft. of the front of the building, and then, too, today or Tuesday, on the present new map that you have made, you show the building that I've got - you've shown it is not on my property - you show it on leased property, which I also have. And I just wondered if that was all clarified yet.

JOEL L. BARKER: I think possibly your statement that this could be more or less clarified after the meeting could be true and we'd be happy to have these gentlemen clarify them with you and give you the information that they have.

RODNEY C. McINTOSH: Thank you.

JOEL L. BARKER: Thank you very much. I have two further cards to recognize who, at this time, do not wish to speak. Donal Lee Field. J.C.A. Ballman. Also, Ula L. Ewers. Is that correct?

ULA L. EWERS: Yes.

JOEL L. BARKER: There's no check on here. We'll assume that you do not wish to be heard from at this time. The last card here is Roy L. Hanscom, with no check on here. If you wish to speak, we'll be happy to hear from you. If not, we will file it as being present.

ROY L. HANSCOM: I would wish to speak.

JOEL L. BARKER: All right. Excuse me. Just a moment, I believe this lady (indicating a lady in the audience who was standing) - - -

ULA L. EWERS: I'm sorry. I should have checked that but I wasn't thinking at the time. When is this supposed to take place, is there any . . .

JOEL L. BARKER: (interrupting) This is . . .? Your name is Ula Ewers?

ULA L. EWERS: Ewers. Ula Ewers. Beg Pardon. When is this to take place?

JOEL L. BARKER: Time element?

ULA L. EWERS: Yes.

JOEL L. BARKER: I will come back to one of these gentlemen for that.

ROBERT PRANGE: We hope to let the contract late this summer or early fall, should everything go according to script.

(Gentlemen in audience stands)

JOEL L. BARKER: Are you Mr. Hanscom?

ROY L. HANSCOM: Yes.

JOEL L. BARKER: Thank you. Would you care to speak at this time?

ROY L. HANSCOM: No, I have nothing to say.

JOEL L. BARKER: Nothing to say?

JOEL L. HANSCOM: I've been kinda scrapping around with them already.

JOEL L. BARKER: All right. Thank you very much. Now, to be sure that we have taken care of our requirements here, has everyone here had a chance to give his or her comments on this proposal?

COLEMAN CAMPBELL: I do have a question that I think might be of generalized information for the group here. There was a statement made in the Engineer's recording of it that no houses would be, or homes would be, deleted. How close to an existing structure is considered as not being necessary to buy out the house, shall we say. If the right-of-way comes within 3 ft. of the front of the house, do you consider that you still don't have to buy that home, or if it comes to within 20 ft. or 30 ft, or is there anything in the rules or regulations of that nature?

JOEL L. BARKER: That's a very good question. Which one of you gentlemen would like to answer it.

CARROLL KEASY: As far as this description is concerned, when we say that no residences would be affected, we mean that the right-of-way line does not actually touch any houses. It could be right up next to it and not touch it.

COLEMAN CAMPBELL: Now, will this Engineer's report automatically then put the theoretical house that's within 5 ft. of the right-of-way in a tough spot to want to negotiate? Because it says no residences are being taken. I'm thinking of a particular property that is going to be very closely affected.

PER ZIMMERLUND: Maybe this will answer that for you, in that we have a Board of Road Viewers that will go out and look at each individual property - every problem along the road including each property. These three people that are appointed to this Board of Road Viewers are two professional appraisers and myself that go out. They will come up with a report where they are estimating any damages, and what they feel is valid to be paying for this right-of-way that we need to acquire, and if there is a house that they feel is affected in the way you are describing, this will be considered at that time.

COLEMAN CAMPBELL: Thank you.

JOEL L. BARKER: Thank you, Mr. Campbell. Those are real pertinent questions and I can see where they might raise a problem in the future.

Is there anyone present who might have said "no" on a card, but wish to say "yes" and speak their mind at this time? (pause) To fully qualify, you know, like they do at auctions, for the third and last time, does anyone wish to say anything on this project. Thank you. (pause)

ULA L. EWERS: At the time that the appraisers are going out from house to house, is there going to be an special times there so that a property owner that doesn't live on the property could be present, or not?

JOEL L. BARKER: Mr. Zimmerlund, would you ---

PER ZIMMERLUND: Well, we normally wouldn't be making any special effort to have them there. We do make the appraisal, then this appraisal is mailed to each and every property owner, and then there will be two further public hearings after this report is made where people may come in and discuss and make remonstrances against or for their appraisal. We haven't made any particular effort to make sure everyone is there when we happen to be there, but most certainly it doesn't mean that we are by-passing their thinking.

ULA L. EWERS: Oh, I see what you mean.

JOEL L. BARKER: Thank you for your question. Are there any further questions or testimony at this time, remembering, of course, that we will have an informal session afterwards? (pause) Hearing none, apparently there being no further testimony, we'd like to thank all of you for being present today, and I'll now declare this meeting officially closed at 2:30 P.M. Thank you for coming.

Transcribed by:
Nora Sparlin
Nora Sparlin - Deputy Clerk
July 3, 1969

Attached Hereto:

Statement of Clyde Sackett

Legal Description - Carroll Keasy

ADDENDUM

In accordance with the provisions herein set out in the last paragraph of Page 1 of these Minutes, it is hereby reported that no additional written comment has been received to be made a part of this record and the ten days herein provided as such time for receiving said comments has now passed, transcription of this hearing is now completed.

Nora Sparlin
Nora Sparlin - Deputy Clerk
July 7, 1969

DESCRIPTION - Presented by Carroll Keasy (See Page 3 of Minutes)

9

MED RSB 181 6-26-69 1-30 PM

C T KEASEY

JUMPOFF JOE-LOUSE CREEK SECTION
MERLIN-GALICE COUNTY ROAD
JOSEPHINE COUNTY

THE PURPOSE OF THIS PROJECT IS THE IMPROVEMENT OF THE MERLIN-GALICE COUNTY ROAD FACILITY STARTING AT THE JUNCTION OF AREGG ROAD AND TERMINATING AT THE INTERSECTION WITH MONUMENT DRIVE. THIS IMPROVEMENT AS SHOWN WILL BE A SLIGHT IMPROVEMENT IN LINE, GRADE, CLOSELY FOLLOWING THE EXISTING ALIGNMENT BOTH HORIZONTALLY AND VERTICALLY. ACCESS TO ADJOINING PROPERTIES WILL IN GENERAL BE AT OR NEAR EXISTING ACCESS POINTS.

IT IS ANTICIPATED THAT THERE WILL BE 430 VEHICLES DAILY UTILIZING THIS FACILITY, INCLUDING 100 LOGGING TRUCKS. THIS WILL INCREASE TO 925 VEHICLES DAILY BY 1989.

PHYSICAL CHARACTERISTICS OF THIS PROPOSED PROJECT ARE AS FOLLOWS-

TWO 12 FT TRAVEL LANES, ASPHALTIC CONCRETE 4"
8 FT SHOULDERS
44 FT BETWEEN CURBS IN TOWN
4.41 MILES IN LENGTH
298.8 DEGREE CENTRAL ANGLE
14 CURVES
ONE MAXIMUM CURVE, 11.2 DEGREE
44.6 DEGREE MAXIMUM CENRXX CENTRAL ANGLE

TOTAL ESTIMATED COST OF THIS PROJECT IS $760,000.00.

NO RESIDENCES WILL BE AFFECTED, ONE RAILROAD AT-GRADE CROSSING WILL BE PRESENT, AND BOTH OVERHEAD AND UNDERGROUND UTILITIES WILL BE INVOLVED.

ATTEND

CW.19

STATEMENT OF CLYDE SA ETT (See Page 4 of Minutes)
Presented to JOEL L. RKER, Chairman of Board of Cou Commissioners, at Hearing

Alternate proposal--Merlin-Galice Road improvement:

Propose:

Construct new roadbed to highway standards from a point beginning at the SP crossing (White Crossing) at the end of the improved Camp Joy Road to extend along and parallel the railroad on the west side toward Merlin and depart at a point in the general vicinity of the Merlin Wood Yard to veer behind Merlin School and existing dwellings to exit and connect with the present Merlin-Galice road at a point beyond the Merlin Baptist Church, running behind the church on the boundry of the Gordon LaGest property. Improve cross connections and access ramps to accept and release traffic at necessary points. Dedicate Camp Joy Road to one way traffic east bound to Interstate 5 from Merlin road and construct new leg from a point approximately ½ mile toward Merlin on the present Merlin road as the West bound section off the freeway to connect with the new roadbed at White Crossing, restricting this to one-way west.

Reasons:

Increase of through traffic to down-river points and on to the coast will develope as lower roads are constructed and existing roads improved. The present Merlin-Galice section, even with improvement and realignment, as proposed, will be inadequate to meet the need in a few short years.

Recreational attractions of Rogue River will continue to attract more visitors and the influx of new residents will soon demand more of the road system.

Logging and mining interests need a more direct and safer route for transport of material. By-passing local congested areas will reduce hazard for all traffic...and especially school busses and log rigs.

New location would mean less displacement of industrial and residential installations. Minimize set-back of utility lines and allow full 100' right-of-way without unsightly poles and lines.

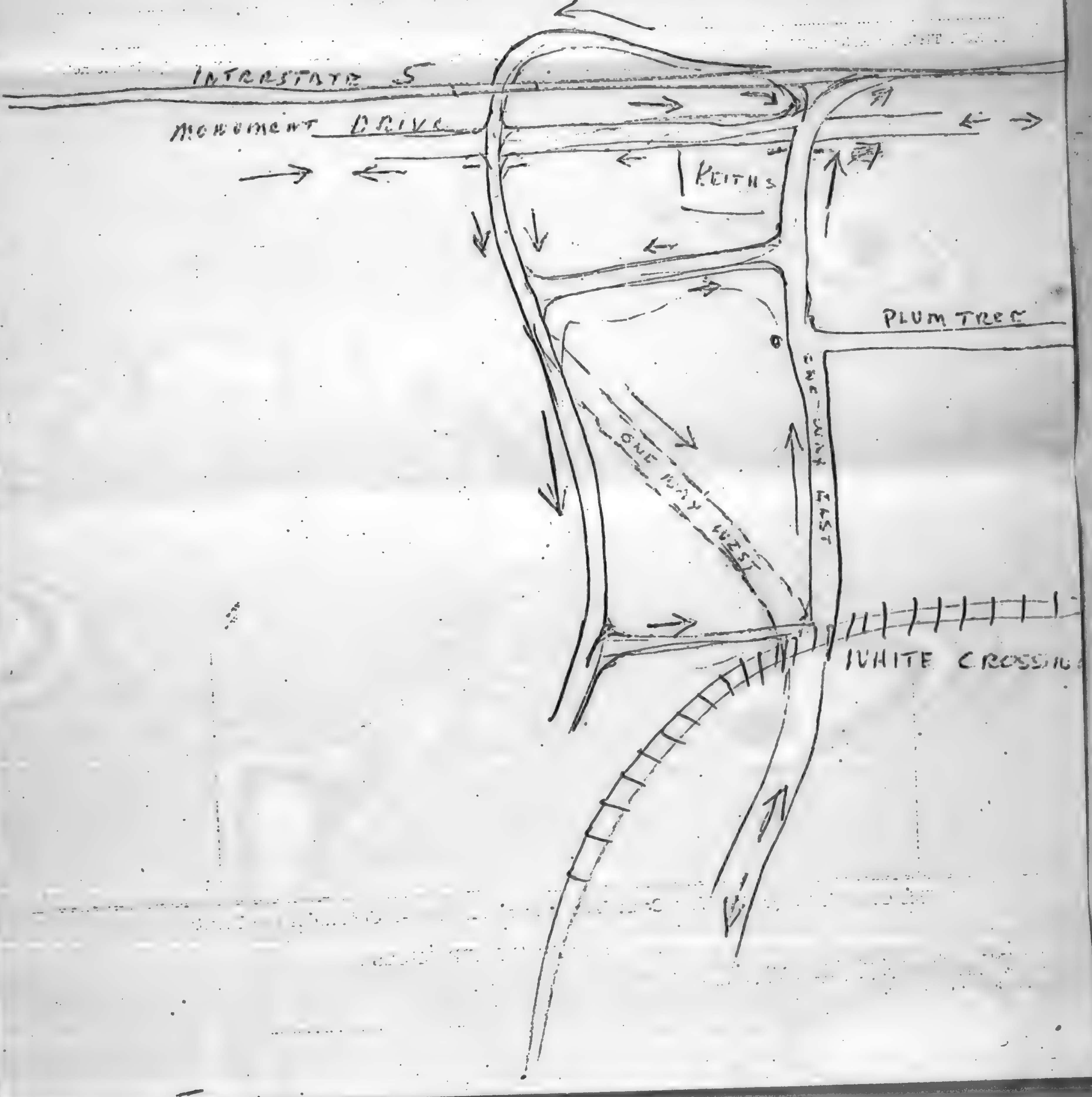
Higher road grade would produce better drainage as opposed to present water-level grade and allow smoother curvature of road with gentle grade to elevate to level of freeway.

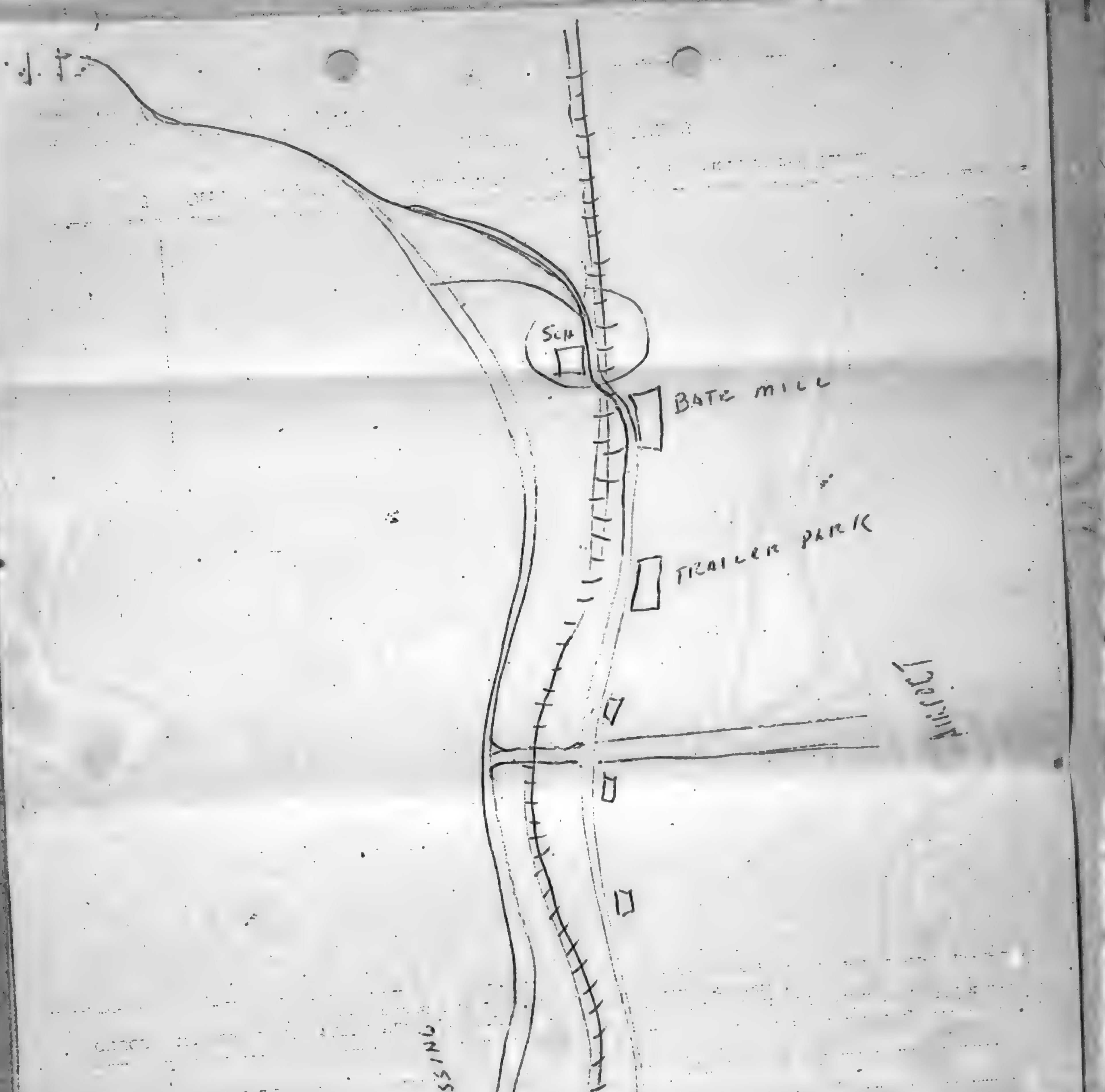
Present Merlin road is substantial, and with some removal of obstruction to vision and possibly minor realignment, will serve local traffic for many years. A large portion of local would access to new road. Right-of-way will be easier and less costly to acquire now.

Easier access To present sanitary land fill from Grants Pass points, eliminating the danger on present road where garbage trucks must cross center line to turn back toward town.

Respectfully submitted,

C Sackett


INTERSTATE 5
MONUMENT DRIVE
KEITHS
PLUM TREE
ONE-WAY EAST
ONE WAY WEST
WHITE CROSSIN


SCH
BATE MILL
TRAILER PARK
AIRPORT
WHITE CROSSING

✓ #2500
Merlin Galice Rd

Road Dist. # 2

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey

PORTABLE RECORDER COUNT RECORD SHEET

Route or Highway Number	Location		Date	Day	Time	Reading	Volume	Remarks
2. # 6 1260	4/10 MILE W. OF HWY. 99 N. ON MERLIN GALICE ROAD	Set Out	12-22-59	TUESDAY	10 10 AM	54485	3031	48 HR. COUNT
		Pick Up	12-24-59	THURSDAY	10 15 AM	57516		
6	3/16 MILE FROM MONUMENT DRIVE JUNCTION ON MERLIN GALICE RD.	Set Out	3-5-62	MON.	8 30 A	83000		48 HR COUNT
		Pick Up	3-7-62	WED.	8 30 A	85782	2702	
2500	200 ft from Monument Drive on Merlin Galice	Set Out	12-14-64	Mon	9 00 AM	8507	2609	48 hr Count
		Pick Up	12-16-64	Wed	9 00 AM	11116		
2500	200 ft from Monument Drive on Merlin Galice Rd	Set Out	2-20-67	Mon	9 20 AM	36156	3254	48 hr Count
		Pick Up	2-22-67	Wed	9 30 AM	39410		
2500	200 ft from Monument Rd.	Set Out	4-[illegible]-65	Wed	9 20 AM	36361	3952	[illegible] hr Count
		Pick Up	[illegible]-65	Fri	9 [illegible] AM	46313		
		Set Out						
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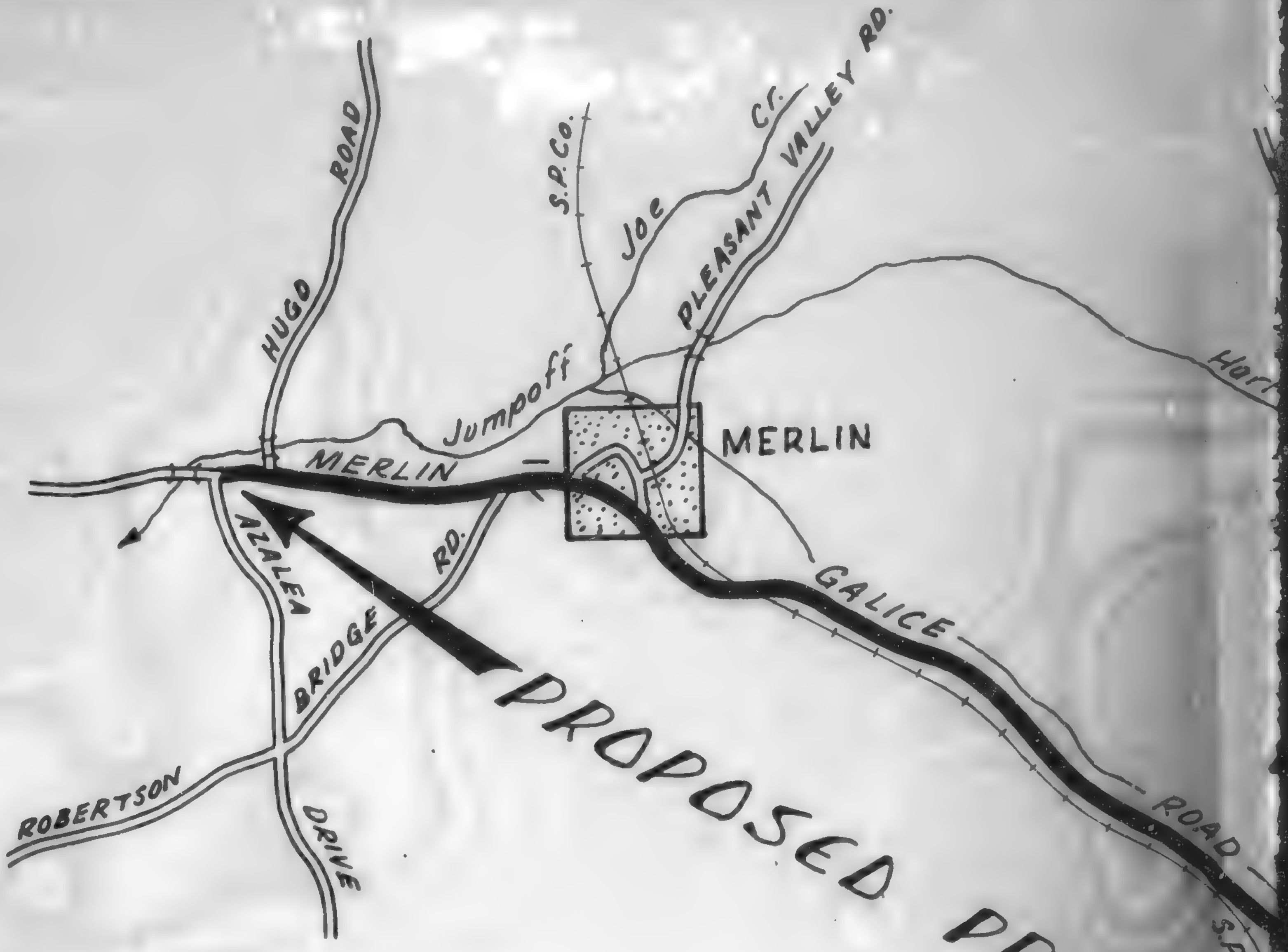
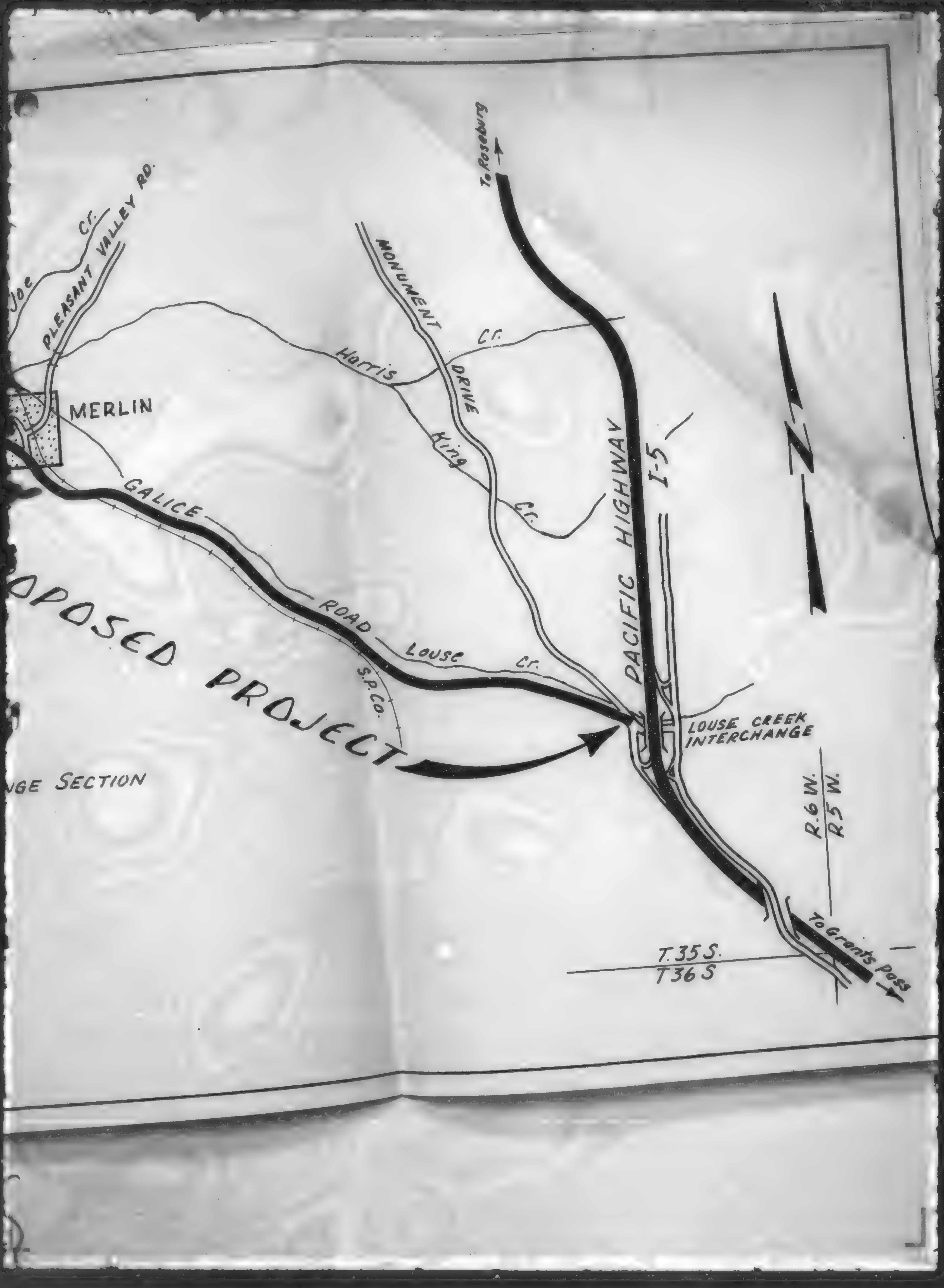
RECEIVED
JUL 8 1969
ENGINEER
COUNTY & CITY DIVISION

Supervisor


HUGO ROAD
S.P.Co.
Joe Cr.
PLEASANT VALLEY RD.
Jumpoff
Hor
MERLIN
MERLIN
AZALEA
RD.
BRIDGE
ROBERTSON
DRIVE
GALICE
ROAD
S.P.Co.
PROPOSED PROJECT

HEARING MAP

JUMPOFF JOE CR. - LOUSE CR. INTERCHANGE SECTION
MERLIN - GALICE ROAD
JOSEPHINE COUNTY


To Roseburg
Joe
Cr.
PLEASANT VALLEY RD.
MONUMENT DRIVE
Harris Cr.
MERLIN
King Cr.
GALICE ROAD
Louse Cr.
S.P.Co.
PACIFIC HIGHWAY
I-5
N
OPOSED PROJECT
LOUSE CREEK INTERCHANGE
NGE SECTION
R.6W.
R.5W.
T.35S.
T36S
To Grants Pass

Merlin-Galice Road

6-24-69

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF THE STATE OF OREGON
FOR JOSEPHINE COUNTY

IN THE MATTER OF ADOPTION)
OF POLICY FOR SECURING)
RIGHTS-OF-WAY ON FEDERAL)
AID COUNTY ROADS)

RESOLUTION

In accordance with Section 141, Chapter 1, Title 23, United States Code, Josephine County does hereby resolve and give the following assurances:

1) that every reasonable effort shall be made to acquire the real property by negotiation;

2) that the construction of projects shall be so scheduled that to the greatest extent practicable no person lawfully occupying the real property shall be required to move from his home, farm or business location without at least 90 days' written notice from the State or political responsibility for such acquisition;

STATE OF OREGON, }
County of Josephine, } SS

I, A. Donley Barnes / Clerk of the Board of County Commissioners ~~County Clerk and ex-officio Clerk~~ ~~the~~ ~~County Court of~~ said County and State, do hereby certify that I have carefully compared the foregoing copy of Resolution with the original, and that it is a true and correct copy thereof and of the whole thereof as the same appears on file and of record in my office and in my custody.

Witness my hand and the seal of said Court affixed June 24, 1969

A. Donley Barnes
Clerk

By Kathleen Strahan
Deputy

er.

er

Commissioner

APPROVED FOR FORM:

Deputy District Attorney

STATE OF OREGON, } SS
County of Josephine, }

I, A. Donley Barnes / Clerk of the Board of County Commissioners ~~County Clerk and ex-officio Clerk of~~ ~~the~~ ~~Court of~~ said County and State, do hereby certify that I have carefully compared the foregoing copy of Resolution with the original, and that it is a true and correct copy thereof and of the whole thereof as the same appears on file and of record in my office and in my custody.

Witness my hand and the seal of said Court affixed June 24, 1969

A. Donley Barnes
Clerk

By Kathleen Strahan
Deputy

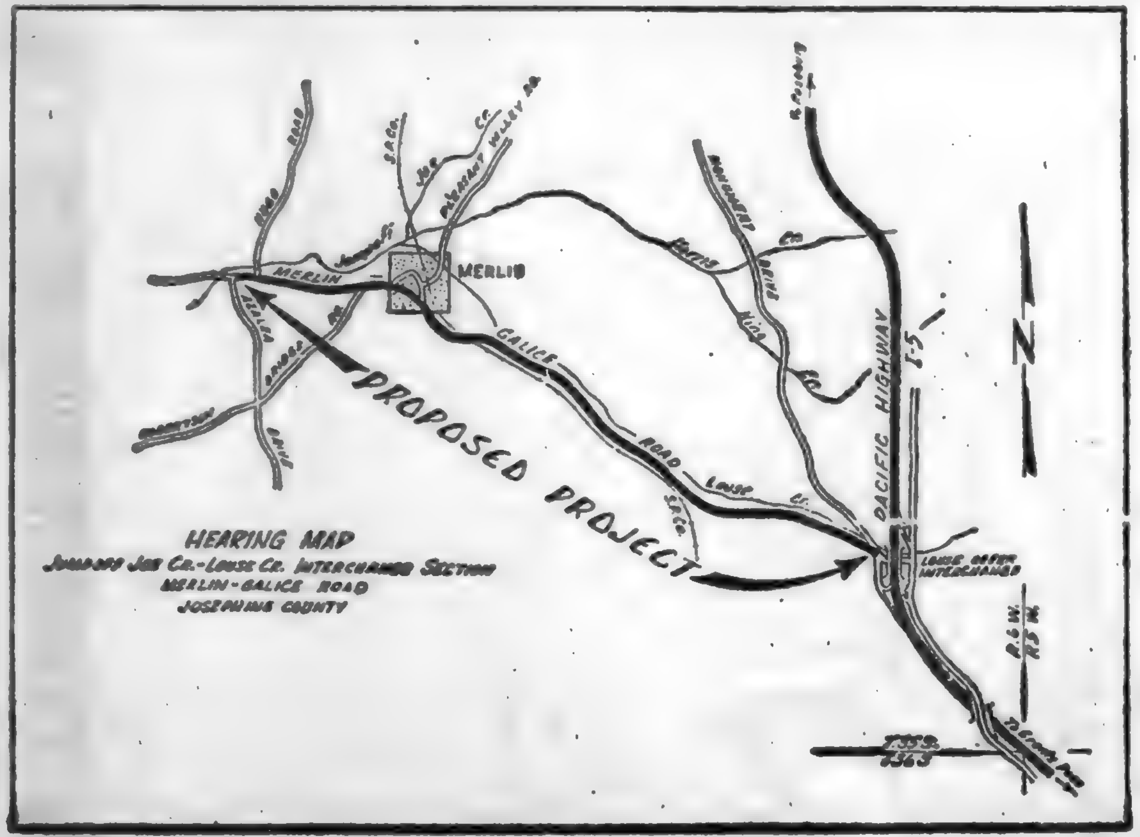
NOTICE

Notice is hereby given that Josephine County proposes to hold an informational public hearing pertaining to its proposed plans for future right-of-way acquisition and construction on the Jump-Off-Joe Creek-Louse Creek Interchange Section of the Merlin-Galice County Road lying partially within the community of Merlin and in Josephine County, Oregon.

The proposed plans consist of the alteration of Merlin-Galice Road by widening and improved alignment and grade from Oregon State Highway Interstate 5 to Jump-Off-Joe Creek.

The public hearing pertaining to the general route-design features will be held in the Josephine County Courthouse in Room 100, on Thursday, June 26, 1969, beginning promptly at 2 P.M., at which time any interested person desiring to express opinions pertaining to the proposal is invited to do so, and in addition may submit written statements at the hearing or to the Board of County Commissioners within ten (10) days after the public hearing. Personnel will be present to discuss the proposal, including relocation assistance programs, with those persons who may be affected by the project.

BOARD OF
COUNTY COMMISSIONERS
By Louis D. Ringuette
Kenneth E. Jackson
No. 47-Mon-Thurs-6-19-69



AFFIDAVIT OF PUBLICATION

State of Oregon
County of Josephine } ss.

I, Charles J. Moore being first duly sworn, depose and say that I am the owner, editor, publisher, manager, advertising manager, principal clerk of the Grants Pass Daily Courier, printer or his foreman of the Grants Pass Daily Courier, a newspaper of general circulation, as defined by ORS 193.010 and 193.020; printed and published at Grants Pass, in the aforesaid county and state; that the NOTICE a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for 2 successive and consecutive weeks in the following issues May 26, 1969 and June 20, 1969

Charles J. Moore

Subscribed and sworn to before me this 20th day of June, 19 69

Kathleen

Notary Public of Oregon.

My commission expires 4th day of February, 19 72

Routing
1 Barbee
2 Hall
3 A. Olson
Sample
Terpin
Swenson
Trout
Wills
Heckleman
Scott
R. Olson
Carstenson

RECEIVED
JAN 30 1969
DESIGN
DIVISION

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 30, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Louse Creek Interchange, Jumpoff Joe Creek-
Louse Creek Section, Pacific Highway – 1
Josephine County

Returned herewith is the preliminary sheet on this section. Most accidents in the interchange proper have occurred on the east side of the highway and are apparently due to confusion on the braided portions; rear-ending is the most common. Over a period of five years, we have had only one accident on the off-ramp curve on the west side of the highway.

The number of accidents on the east side of the highway have been light, but it is our belief that, as traffic increases, more may develop. It is our opinion that the east half of the interchange should be simplified to a diamond and frontage road setup as shown on the accompanying plan. We also still feel the west side should be left as is.

Your approval is again requested on the plan submitted.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
VICTOR D. WOLFE

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
D. J. Barbee
C. T. Keasey

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of ____________ County Josephine
Intersection of I-5 and Louse Creek Intrchge
Highway Number 1 M.P. 256.98 To M.P. 257.61
Period Covered 1-1-63 To 9-30-68
Compiled by CS BK Drawn by ________ Date 1-23-69

Complete Limits of Intrchge.

LEGEND

- ● Person Killed
- ←---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ←—— Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe

X - Stopped Prior L/T.

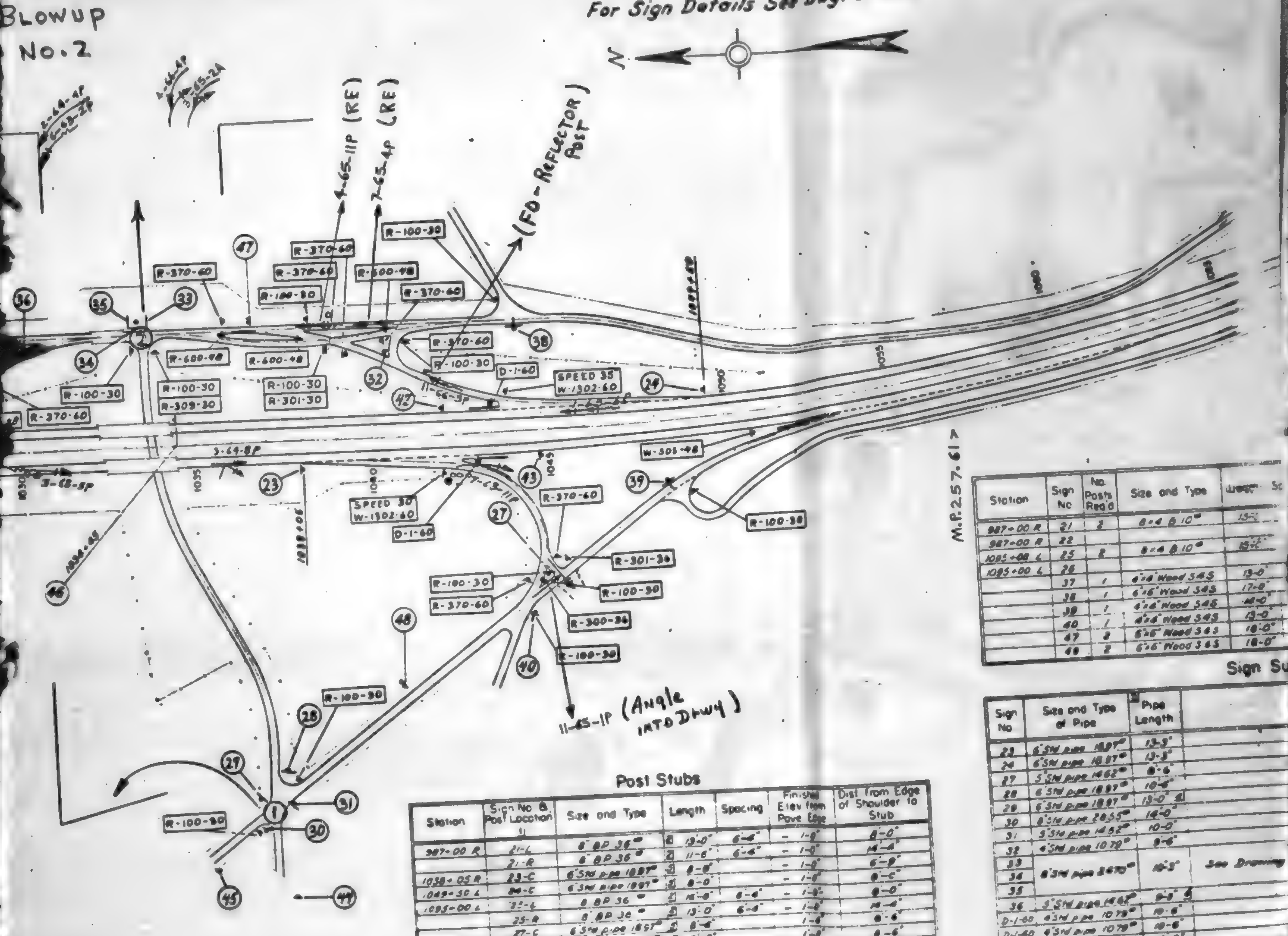
- ◁---- Path of Pedestrian
- ←—— Path of Vehicle
- ←---- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Fatal: Dark, surface dry, pursued by Police, Speed, Sbd. car turning right, lost control, ran off rd., overturned M.P. 257.55. 7-23-68-10:50 P.M. 1 Killed, 3 Injured.

Collision Type	1963-1964				1965-1966				1967				9 Mos. 1968				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle			1	1			3	3											4	4
Head-on																				
Rear-end			1	1		2	1	3										2	2	4
Sideswipe			1	1															1	1
Turning Movement							4	4			1	1							5	5
Parking																				
Non-collision	1		1	2													1		1	2
Fixed Object			2	2			1	1						1		1		1	3	4
Pedestrian																				
Backing																				
Misc.																				
TOTAL	1		6	7		2	9	11			1	1		1		1	1	3	16	20

LOUSE CREEK INTERCHANGE

For Sign Details See Dwg. S-340


BLOWUP
No. 2
N
3-64-4P
3-65-2P
2-64-4P
3-65-2A
4-65-11P (RE)
7-65-4P (RE)
(FO-REFLECTOR POST)
R-100-30
R-370-60
R-370-60
R-600-48
R-370-60
R-100-30
R-370-60
R-600-48
R-100-30
R-309-30
R-600-48
R-100-30
R-301-30
R-370-60
R-100-30
D-1-60
SPEED 35
W-1302-60
11-66-3P
3-69-8P
3-68-8P
SPEED 30
W-1302-60
D-1-60
7-69-11P
R-370-60
W-305-48
R-100-30
R-301-36
R-100-30
R-370-60
R-100-30
R-300-36
R-100-30
11-65-1P (Angle INTO Drwy)
R-100-30
R-100-30
M.P. 257.61
1035
1040
1045
1050
1055
1060
1090
1095
1030
1036+48
1039+90
1096+40
1099+49
1
2
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
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43
44
45
46
47
48

Station	Sign No	No. Posts Req'd	Size and Type	Length	Sc
987+00 R	21	2	8×4 B 10#	15-[illegible]	
987+00 R	22				
1095+00 L	25	2	8×4 B 10#	15-[illegible]	
1095+00 L	26				
	37	1	4"×4" Wood S4S	13-0"	
	38	1	6"×6" Wood S4S	17-0"	
	39	1	4"×4" Wood S4S	14-0"	
	40	1	4"×4" Wood S4S	13-0"	
	47	2	6"×6" Wood S4S	18-0"	
	48	2	6"×6" Wood S4S	18-0"	

Sign Su

Sign No	Size and Type of Pipe	Pipe Length	
23	6" Std pipe 18.97#	13-3"	
24	6" Std pipe 18.97#	13-3"	
27	5" Std pipe 14.62#	8-6"	
28	6" Std pipe 18.97#	10-6"	
29	6" Std pipe 18.97#	13-0"	
30	8" Std pipe 28.55#	14-0"	
31	5" Std pipe 14.62#	10-0"	
32	4" Std pipe 10.79#	9-6"	
33 34 35	8" Std pipe 24.70#	16-3"	See Drawing
36	5" Std pipe 14.62#	9-0"	
D-1-60	4" Std pipe 10.79#	10-6"	
D-1-60	4" Std pipe 10.79#	10-6"	
46	4" Std pipe 10.79#	9-0"	

Post Stubs

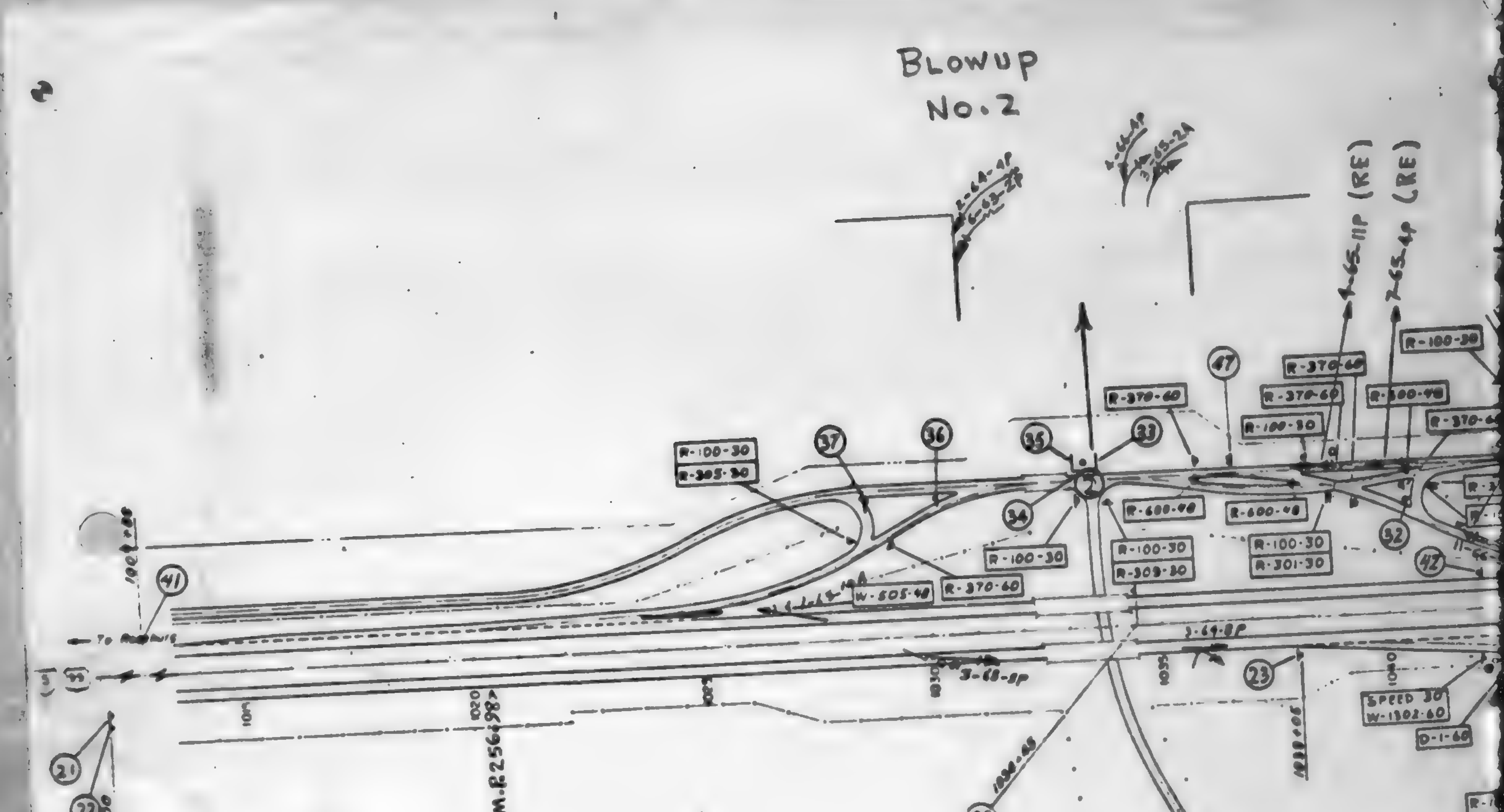
Station	Sign No & Post Location △1	Size and Type	Length	Spacing	Finished Elev from Pave Edge	Dist from Edge of Shoulder to Stub
987+00 R	21-L	8" BP 36#	13'-0"	6'-6"	-1'-0"	8'-0"
	21-R	8" BP 36#	11'-6"	6'-6"	-1'-0"	14'-6"
1038+05 R	23-C	6" Std pipe 18.97#	8'-6"		-1'-0"	6'-9"
1049+50 L	24-C	6" Std pipe 18.97#	8'-0"		-1'-6"	8'-6"
1095+00 L	25-L	8" BP 36#	15'-0"	6'-6"	-1'-0"	8'-0"
	25-R	8" BP 36#	13'-0"	6'-6"	-1'-6"	14'-6"
	27-C	6" Std pipe 18.97#	8'-6"		1'-6"	8'-6"
	28-C	6" Std pipe 8.97#	9'-0"		1'-6"	8'-6"
	29-C	8" Std pipe 24.70#	8'-0"		-1'-0"	7'-6"
	30-C	10" Std pipe 31.20#	12'-6"		0'-0"	10'-0"
	31-C	6" Std pipe 18.97#	7'-6"		0'-0"	6'-9"
	32-C	6" Std pipe 18.97#	6'-0"		0'-6"	7'-6"
1034+63 L	46-C	6" Std pipe 18.97#	4'-6"			
	33,34 & 35-C	8" Std pipe 24.70#	7'-6"		0'-0"	7'-6"
	36-C	6" Std pipe 8.97#	5'-6"		1'-0"	
N Bd	D-1-60	6" Std pipe 18.97#	6'-6"		1'-0"	
S Bd.	D-1-60	6" Std pipe 18.97#	3'-6"		1'-0"	

△ Location of stub or post as facing the sign face

[illegible] 3'-0" allowance for fresh heading, etc.

2/66 Added Sign 46
9/65 Added Signs 47 & 48
As Constructed 8-65
Contracted 6-64

APPROVED
F B Crandall
TRAFFIC ENGINEER


BLOWUP No. 2
7-65-11P (RE)
7-65-4P (RE)
R-100-30
R-305-30
R-370-60
R-600-48
R-100-30
R-309-30
R-600-48
R-100-30
R-301-30
R-370-60
R-370-60
R-100-30
R-300-48
R-100-30
R-370-60
W-505-48
R-100-30
R-370-60
3-69-8P
3-68-8P
SPEED 30
W-1302-60
D-1-60
M.P. 256+98
1010
1020
1030
1050
1080
41
37
36
35
33
34
2
47
32
42
23
46
21
22
48
28
27
1
31
30
45
44
R-100-30
R-100-30
BLOWUP No. 1

I-5

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: January 24, 1969

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-2
Jumpoff Joe Creek-Louse Creek Section
Jumpoff Joe Interchange

Mr. Morgan's March 25, 1968 letter requested our approval of modifications to the Jumpoff Joe Interchange.

The revisions proposed to the west half of the Interchange will be minor in cost and should provide substantial improvements in operations. The revisions are approved.

The proposed revisions to the east half of the Interchange are all to be accomplished within existing right of way and are not critical with respect to any possible development in the Interchange area. Unless you have evidence of actual operational problems we believe the proposed revisions should be deferred subject to a later review.

We are herewith returning your standard interchange layout sheet.

Enclosure

Routing

1	Barbee	T	Trout
2	Hall		Wills
3	A. Olson		Heckleman
	Sample		Scott
	Terpin		R. Olson
	Swenson		Carstensen

RECEIVED
JAN 27 1969
DESIGN
DIVISION

REFERRED TO
Olson
Design Engr.

1-27-69

Plan as they suggest.
B

Barbee w/enc.

Approval noted on plan and finals sent out 1-28-69
JMH

RECEIVED
JAN 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

1546

Pacific Hwy

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: January 15, 1969

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2( )62
Jumpoff Joe Creek - Louse Creek Section
Louse Creek Interchange

Your April 1, 1968 letter forwarded a standard sheet for the Louse Creek Interchange showing your proposed revisions. As indicated in our March 12, 1968 letter your proposed revisions to the eastern half of the interchange are generally satisfactory; however, before a commitment of Interstate funds can be made we will need information on the accident experience which supports the work and the total estimated cost.

We appreciate the difficulties you cite with respect to major revisions to the western half of the interchange. The sharp exit ramp curvature and overall arrangement of ramp connection with the local road has a potential for operational problems and particularly as use and development increase. We cannot make a commitment of Interstate funds to the safety improvement without substantiating accidents and cost information; however, we recommend additional study of revisions to the western half of the interchange.

Your standard layout sheet is herewith returned.

Enclosure

Routing
Barbee
Hall
A. Olson
Sample
Terpin
Swenson
RECEIVED
JAN 17 1969
DESIGN
DIVISION
Trout
Wills
Hackleman
Scott
R. Olson
Carstenson

1-17-69

REFERRED TO
Barbee Whare.

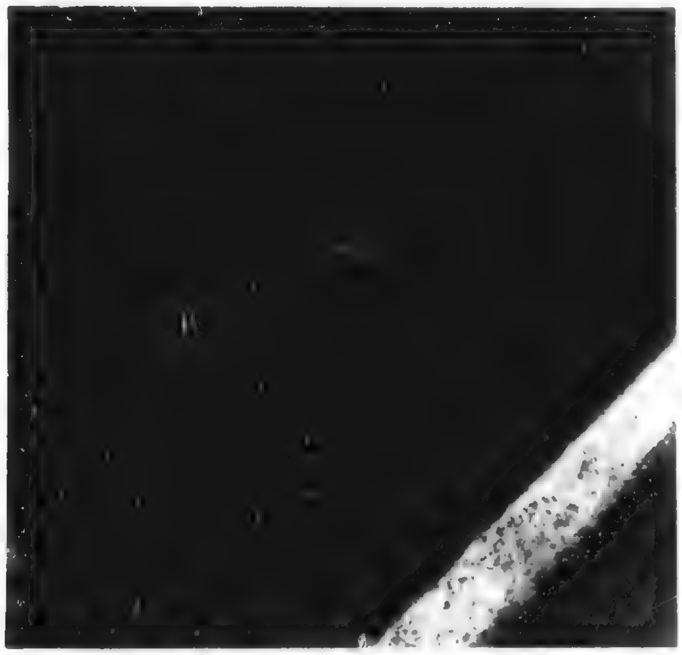
RECEIVED
JAN 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

JUMP OFF JOE - LOUSE CREEK

Pacific Hwy.

Josephine County



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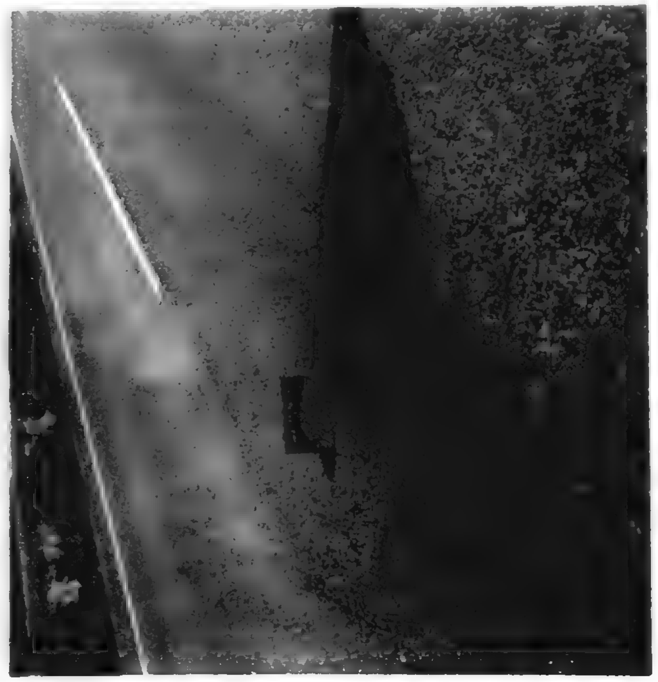

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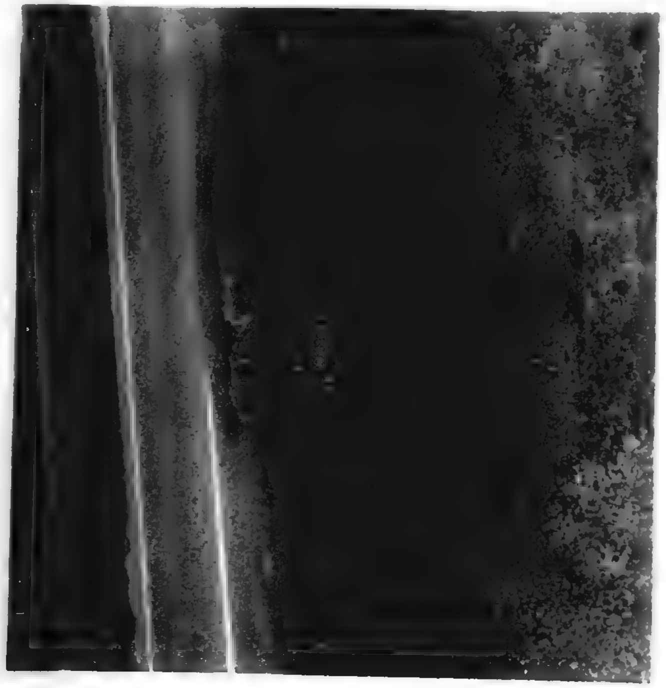
D 340

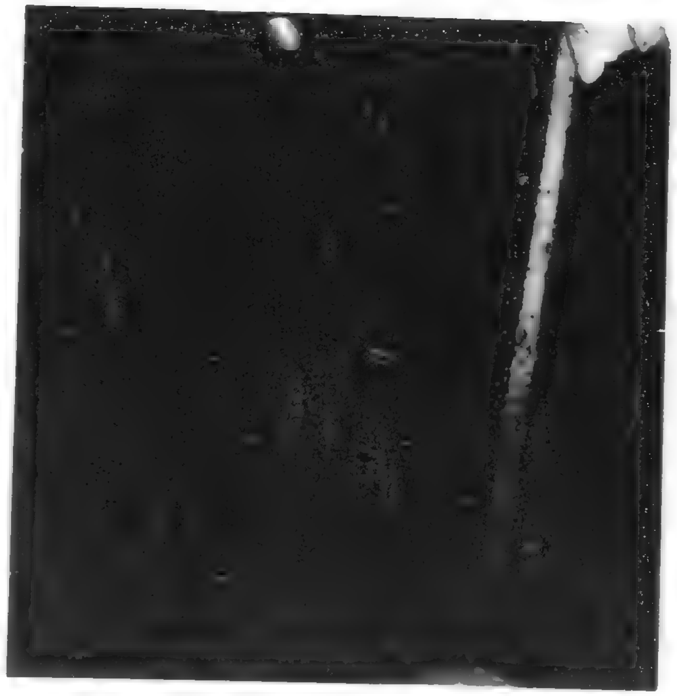
AUG 69



D 339

AUG 69

AUG 69



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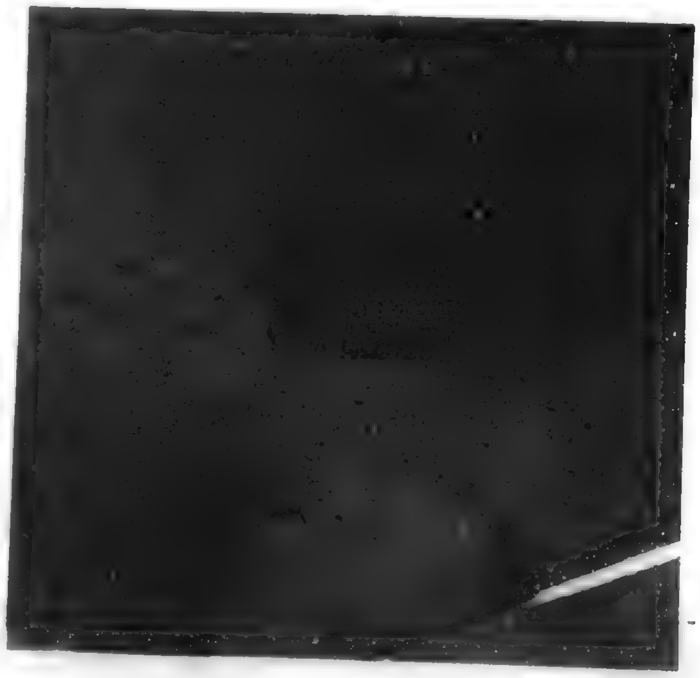
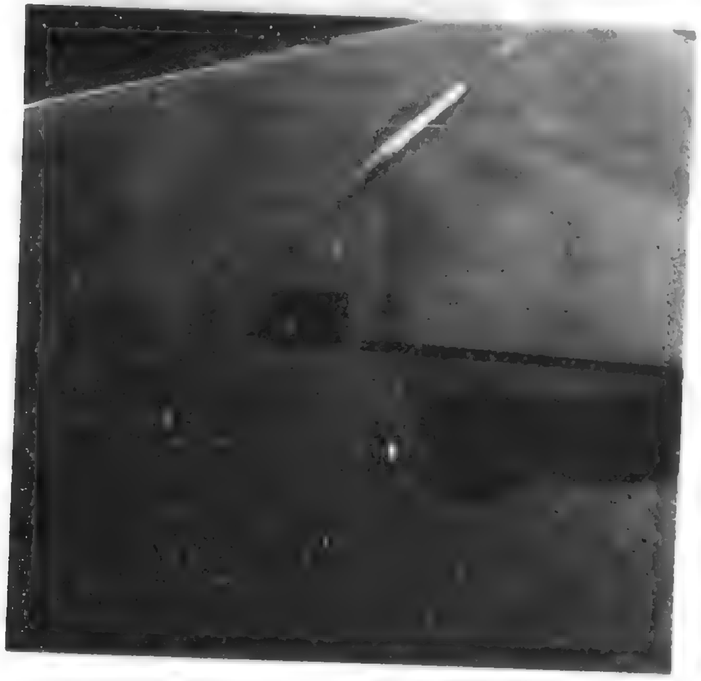
D 269



D 315

D 333



AUG 89

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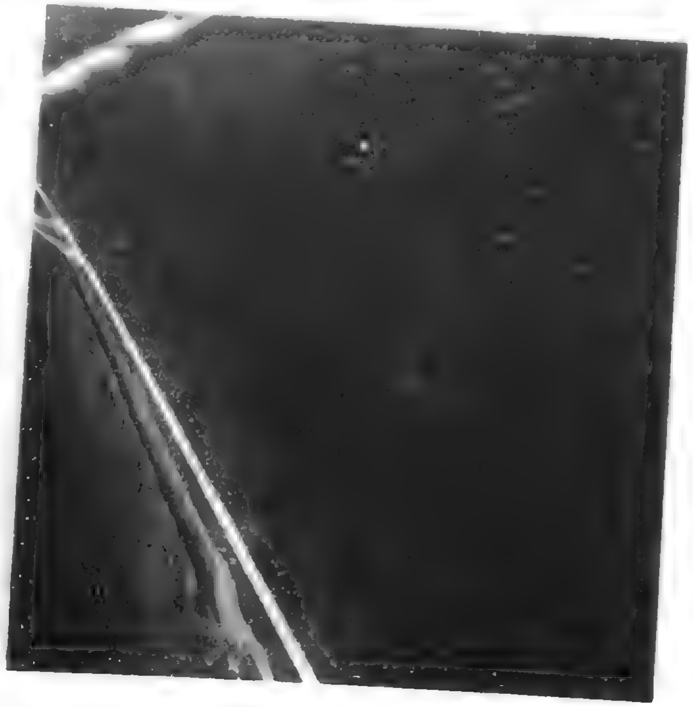
D 341

AUG 69



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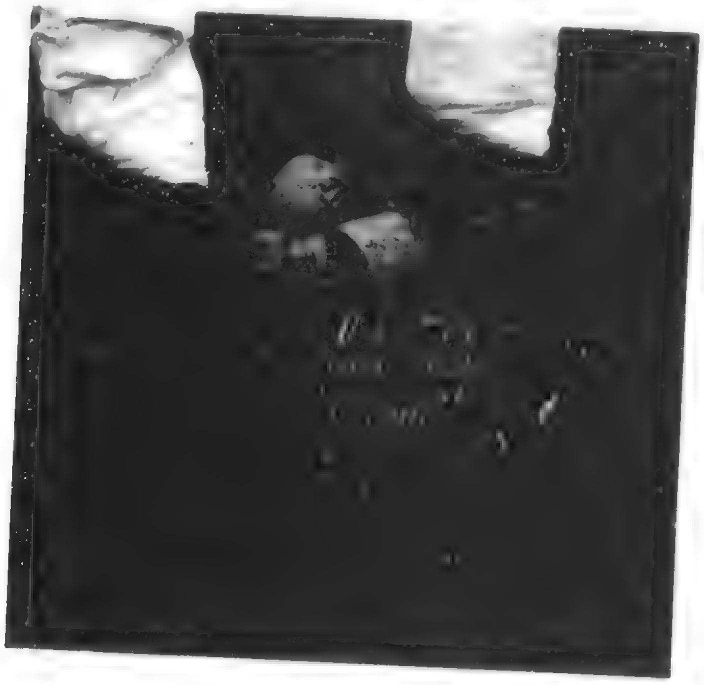
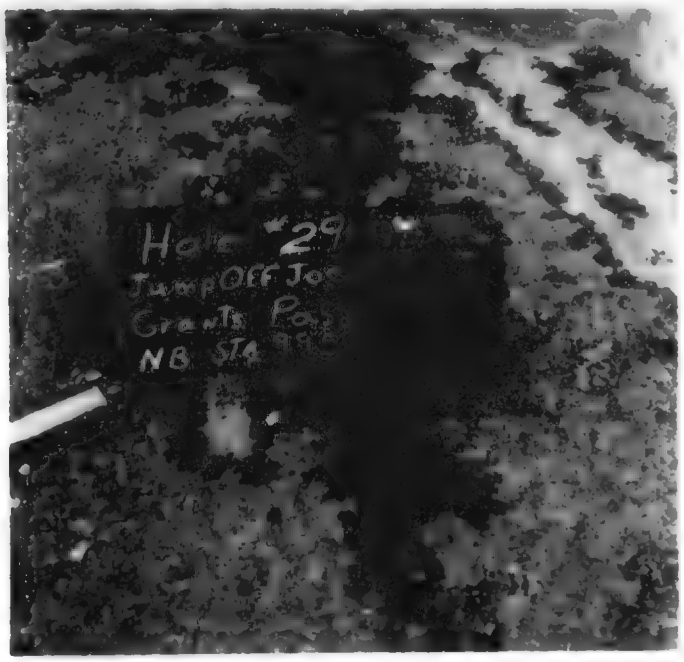


p. 369

69

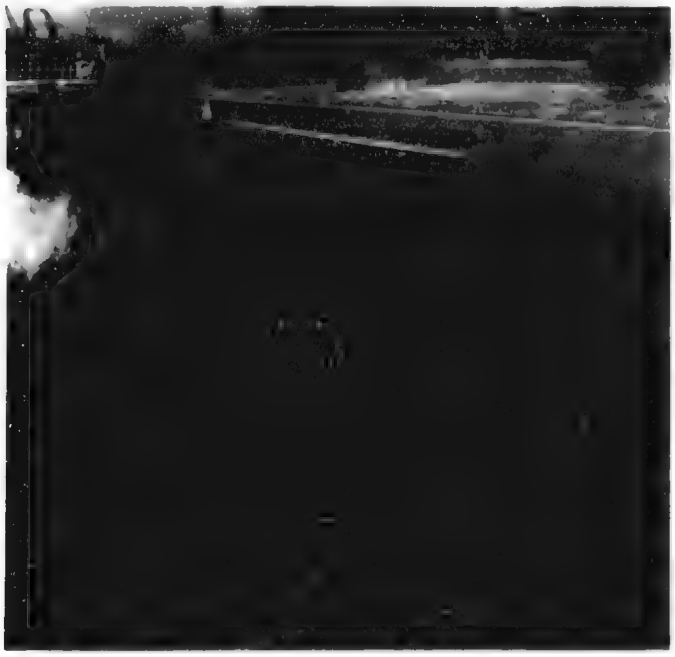
D 3418


Hole #29
Jump Off Jo
Grants Pa
NB ST4

D 334

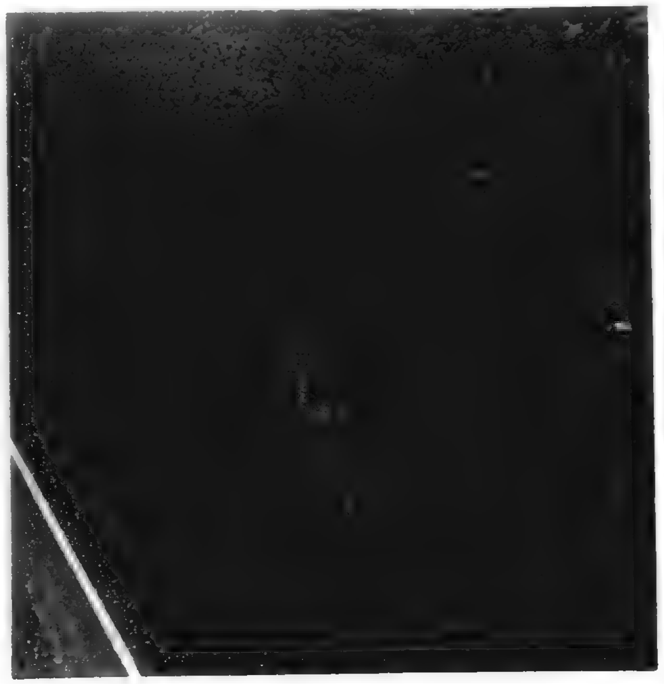
AUG 69

D 350



D 338

AUG 69



D 362

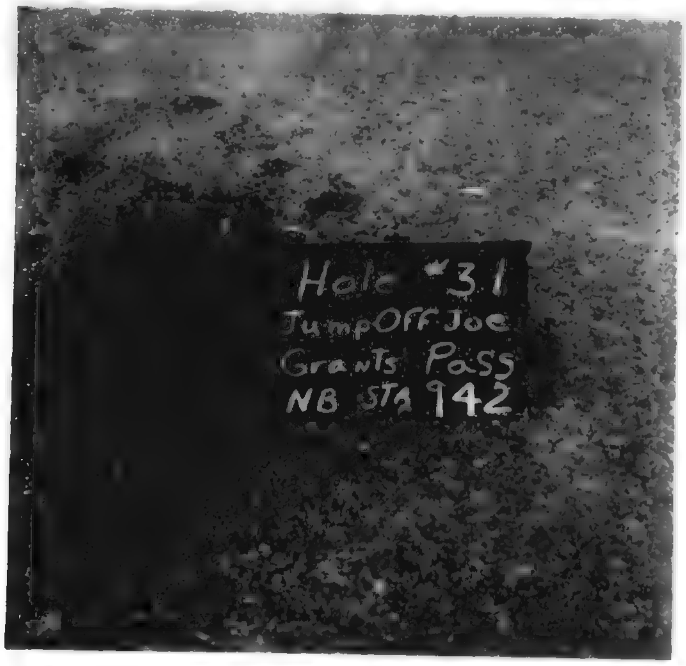
Hole #30
JumpOff Joe
Grants Pass
NB [illegible] 68

D 259

AUG 69

I 2119

D 337


Hole #31
Jump Off Joe
Grants Pass
NB STA 142
AUG 69

D 351

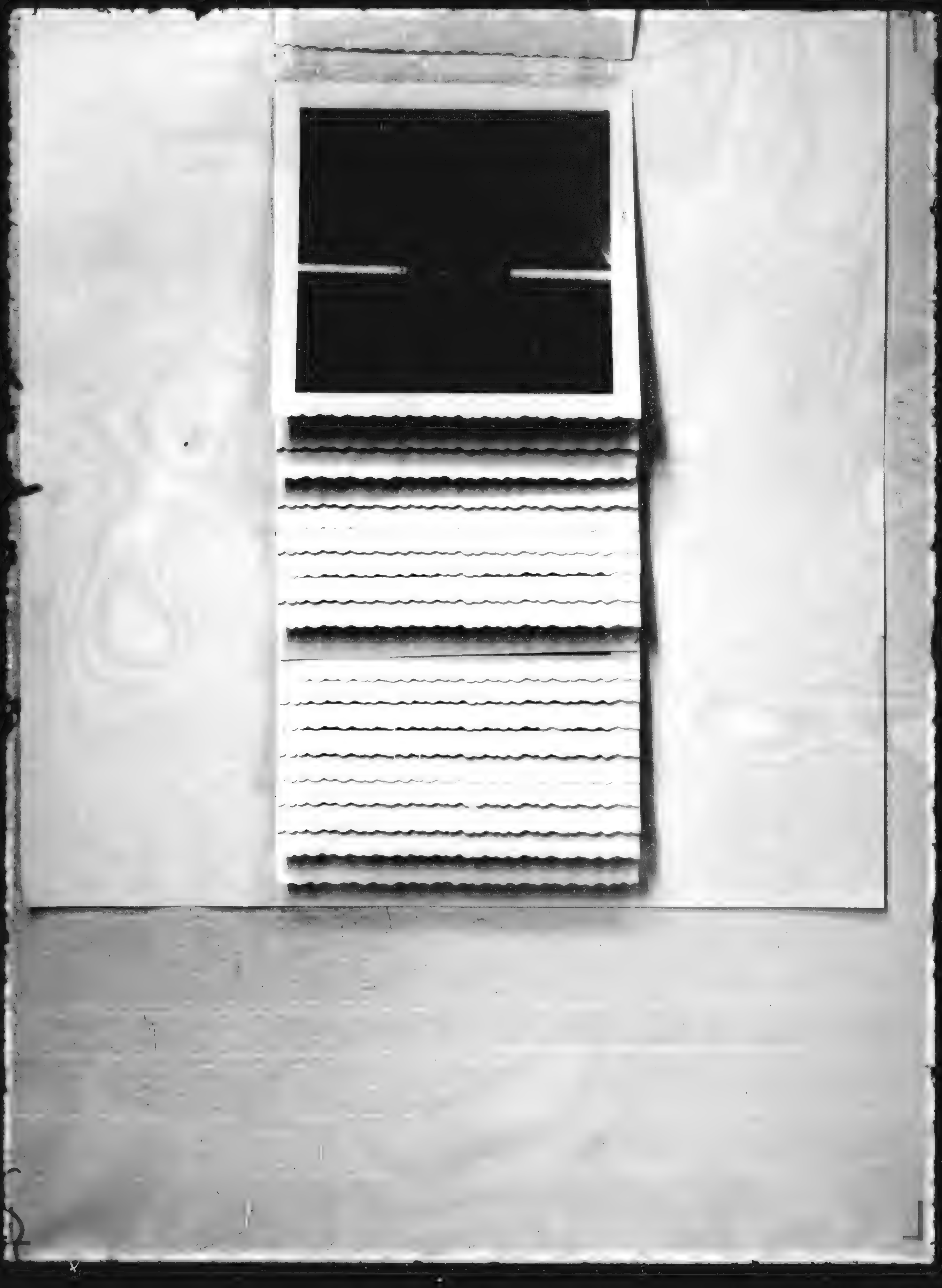
AUG 69

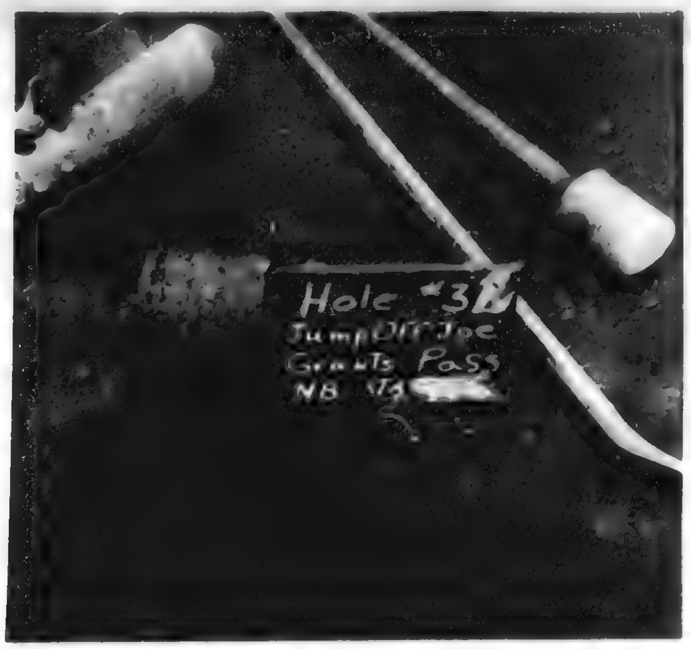
JUMP OFF JOE - LOUSE CREEK

Pacific Hwy.

Josephine County

AUG 69

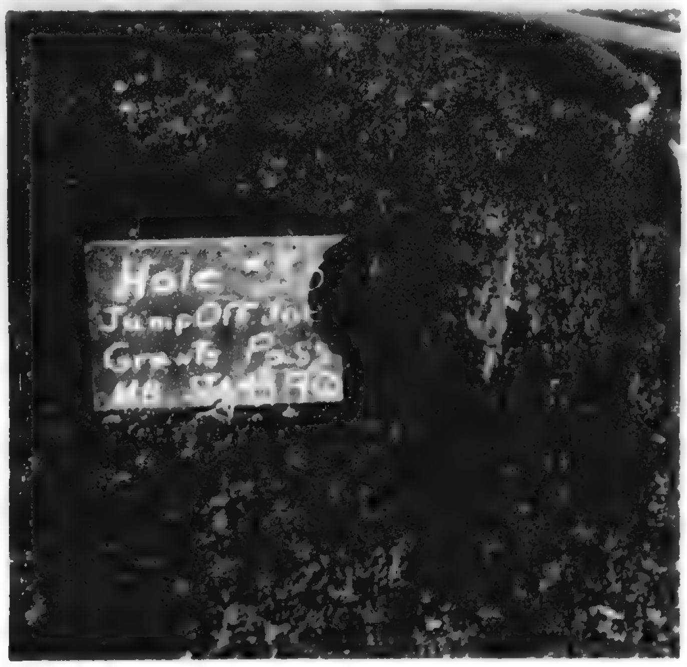



Hole #3
Jump Off Joe
Grants Pass
NB 1/4

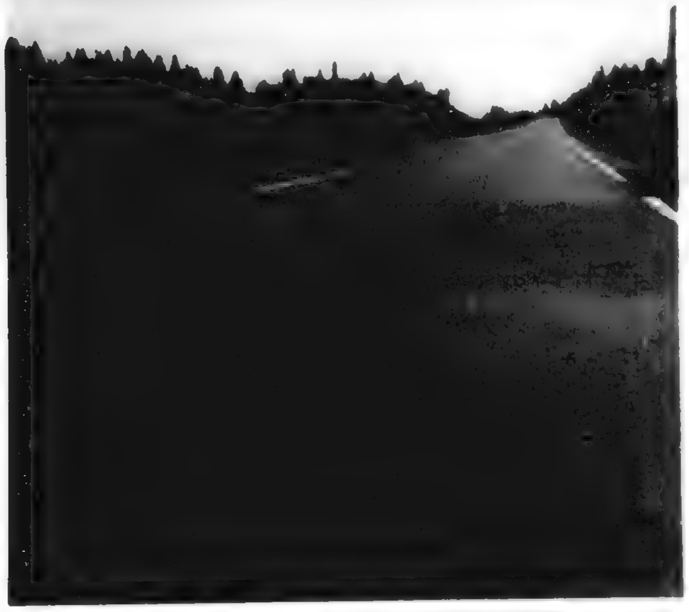
AUG 69

AUG 69

AUG 69

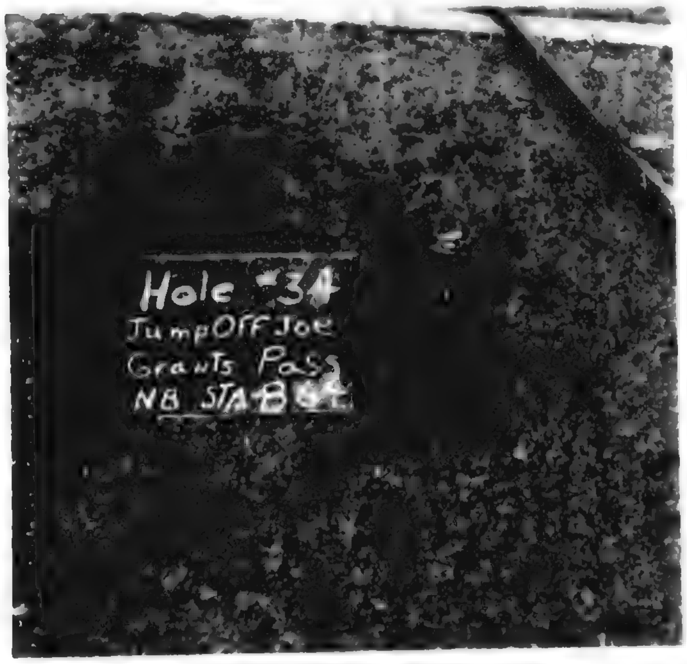

Hole
Jump Off Joe
Grants Pass
MB 5-[illegible] 1950

AUG 69



AUG 89

D 328


Hole #34
JumpOff Joe
Grants Pass
NB STA B

D 317

AUG 68

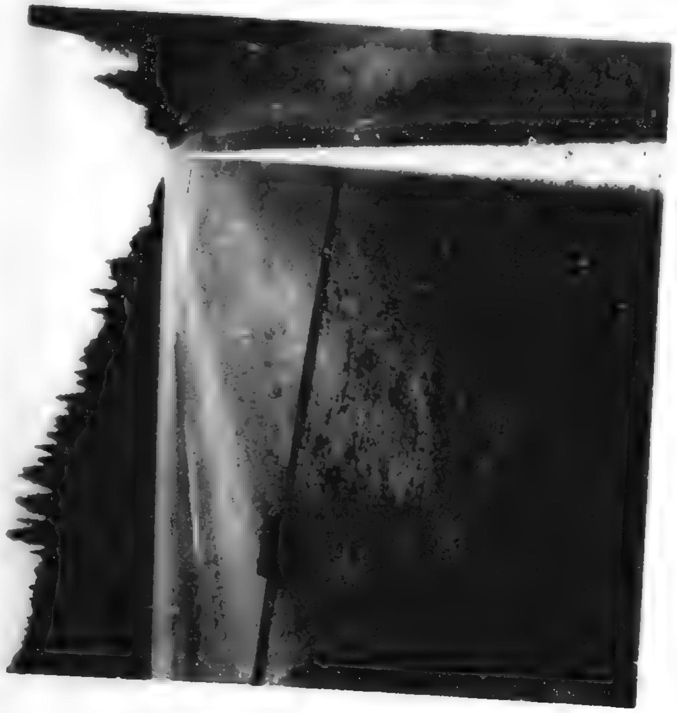
AUG 69

D 351

D 352

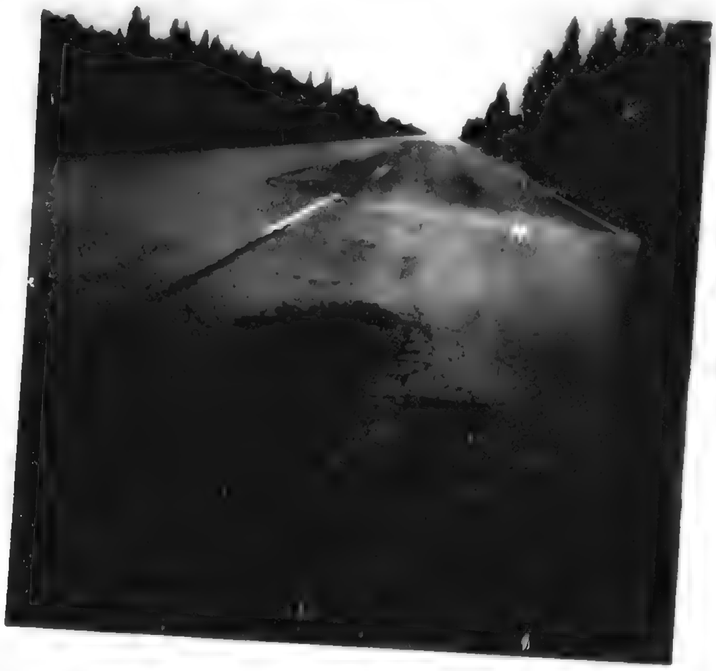
69

D 358



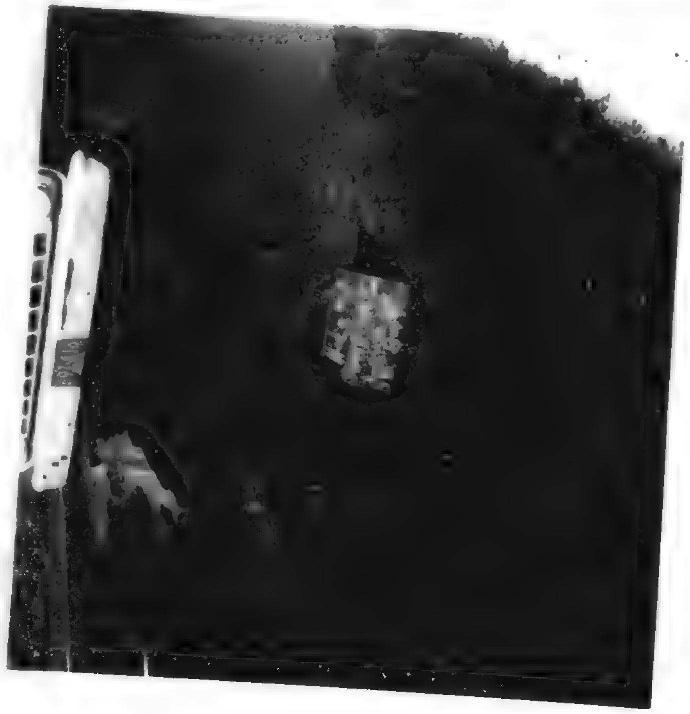
AUG 69

D 357



D.312

69



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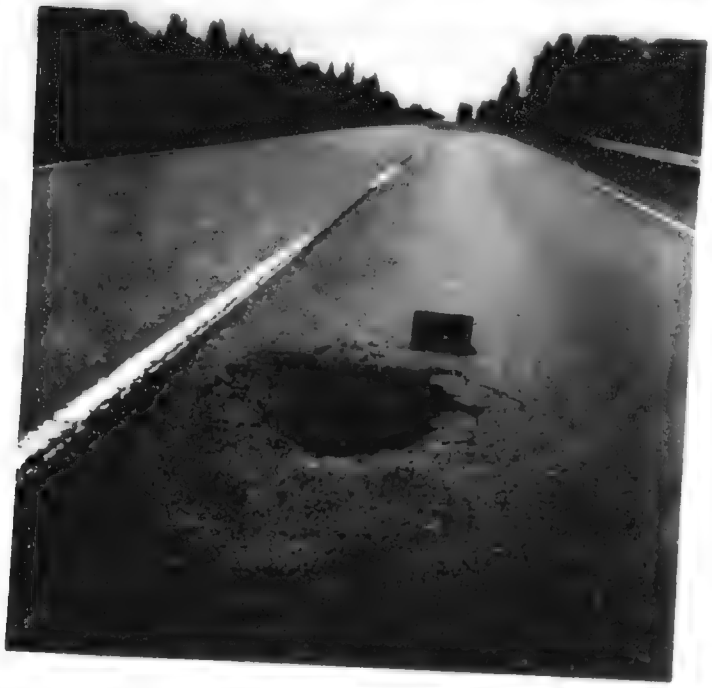
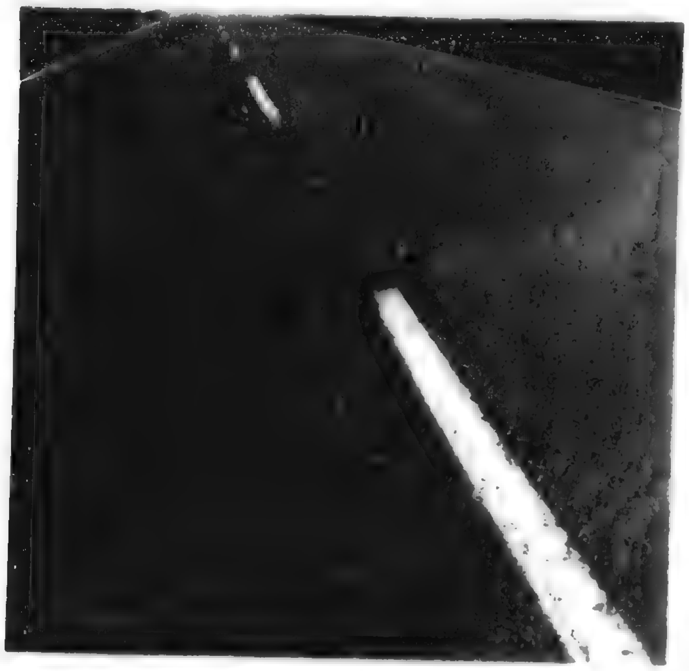


AU 69



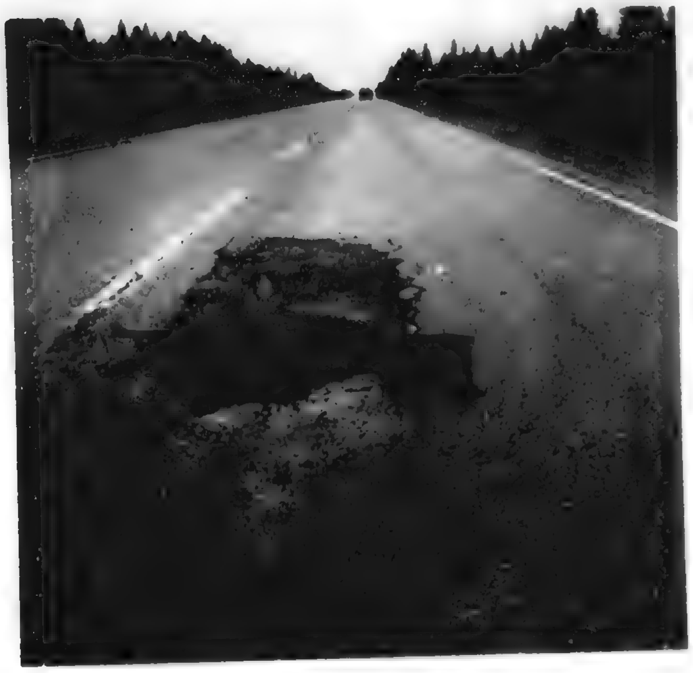
D 329

69

JUMP OFF JOE - LOUSE CREEK

Pacific Hwy.

Josephine County



69

D 311

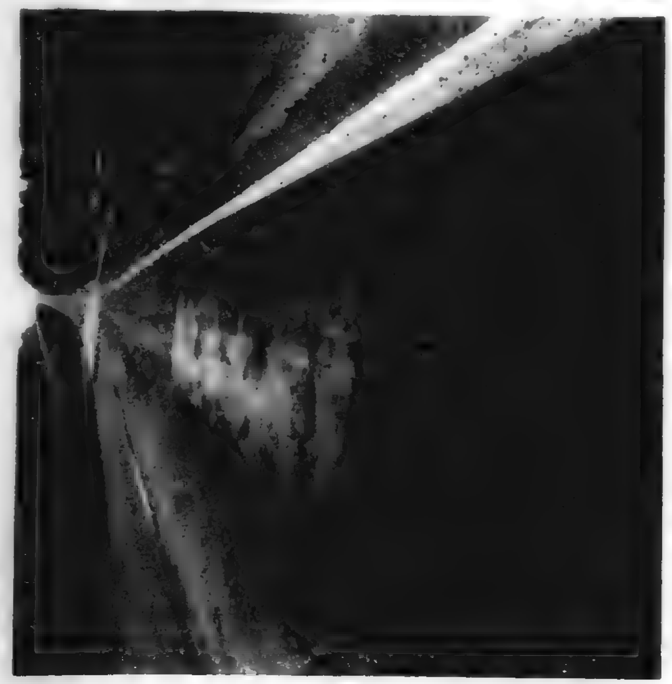
D 313

AUG 69

D 3116
AUG 68

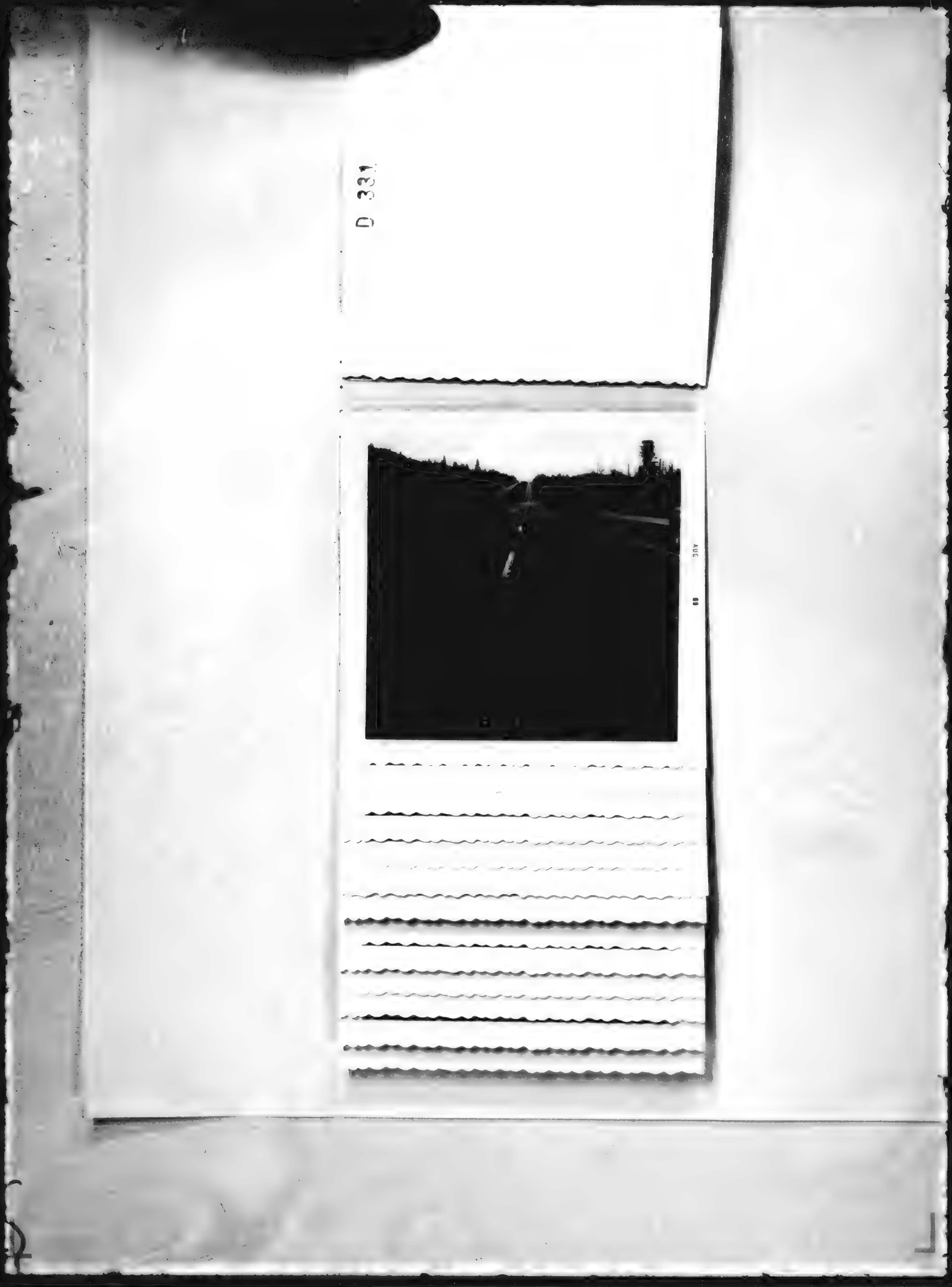
D 326

AUG 89



D 345

AUG 69


D 331
AUG 60

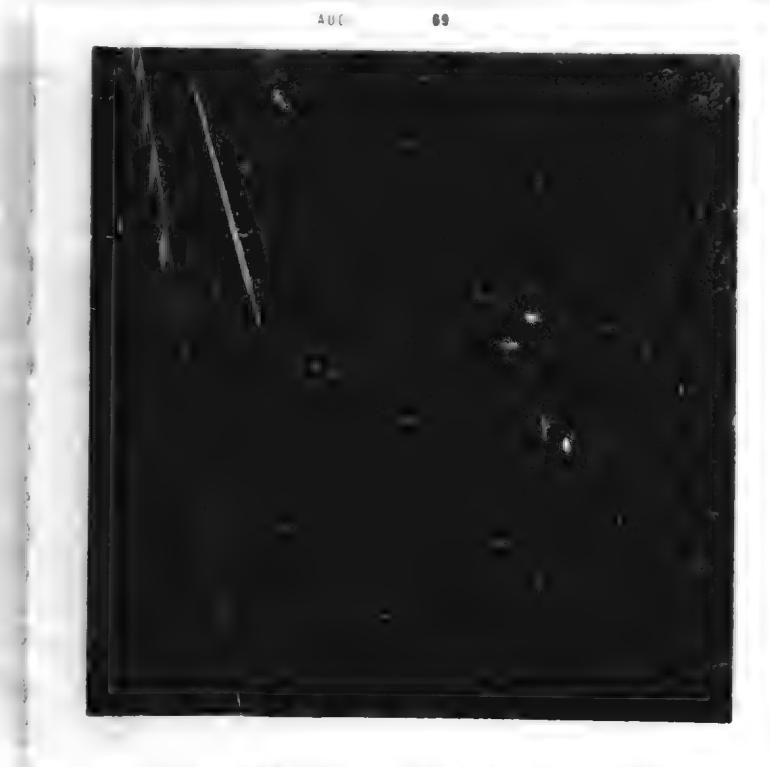
D 325

AUG 88

D 356

AUG

D 321



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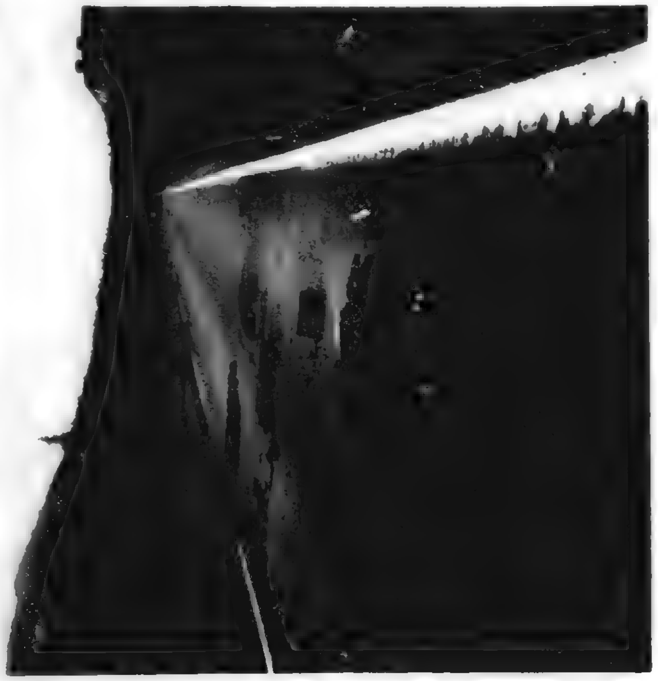
AUG 69



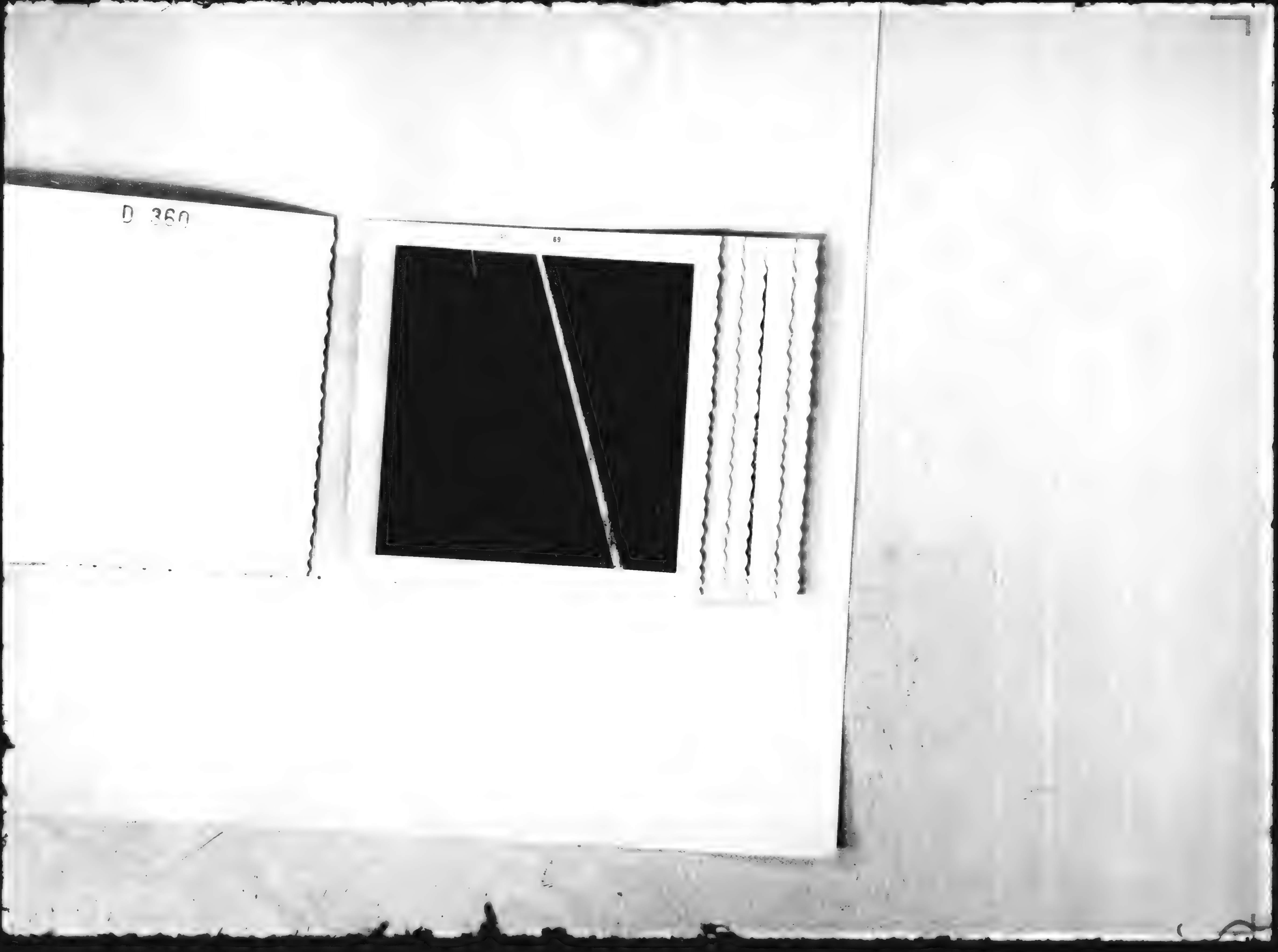
D 355

D 332

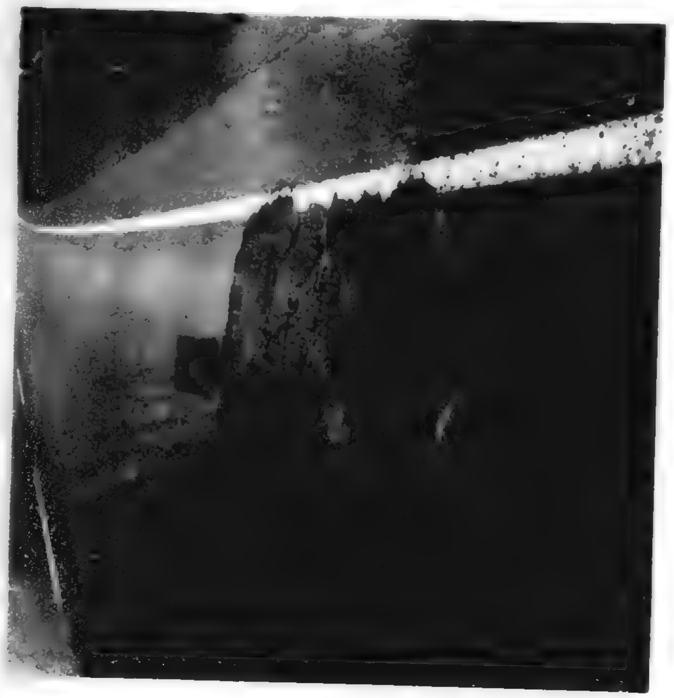
AUG 69

D 322

AUG 69


D 360
69

D 317


AUG 69

D 359

AUG 69

D 314

AUG 69

D 343

AUG 69

6 28 68

RECEIVED
JUL 2 - 1968
FOR FILING

S 17-102(1)

7546

Prefix No. 517-1486 NOTED
FORREST COOPER

NOTED
R. L. PORTER

LOCATION PROSPECTUS
JUMP OFF JOE CR.-LOUSE CR. INTCHGE.
MERLIN-GALICE CO. RD. 17-102
JOSEPHINE COUNTY

HIGHWAY: Merlin-Galice County Road, Federal Aid Secondary No. 17-102

TERMINI: The westerly terminus is at the bridge where the Merlin-Galice Co. Rd. crosses Jump Off Joe Creek approximately 1 mile westerly of the town of Merlin. The easterly terminus is at the Louse Creek Interchange at M.P. 257.23 on the Pacific Highway.

PROGRAM: 1968 FAS-C Funds

NARRATIVE: This will be a location survey to prepare plans, specifications and cost estimates for grading, drainage and paving on revised and existing alignment. Soils investigations will be conducted. Reconnaissance is not necessary. Drainage problems are not anticipated, however investigations of past high water data will be made to see if the design of this project will be affected. An economic analysis is not needed at this time.

TYPICAL SECTION: Two 12 foot travel lanes and 8 foot paved shoulders.

BASE: Tentative base design for construction is:

4"	A.C.
3"	P.M.B.B.
9"	Crushed Base
Total 16"	

ACCESS: Unrestricted

MATERIAL: Sources of suitable material will be located during the survey and referenced to the project.

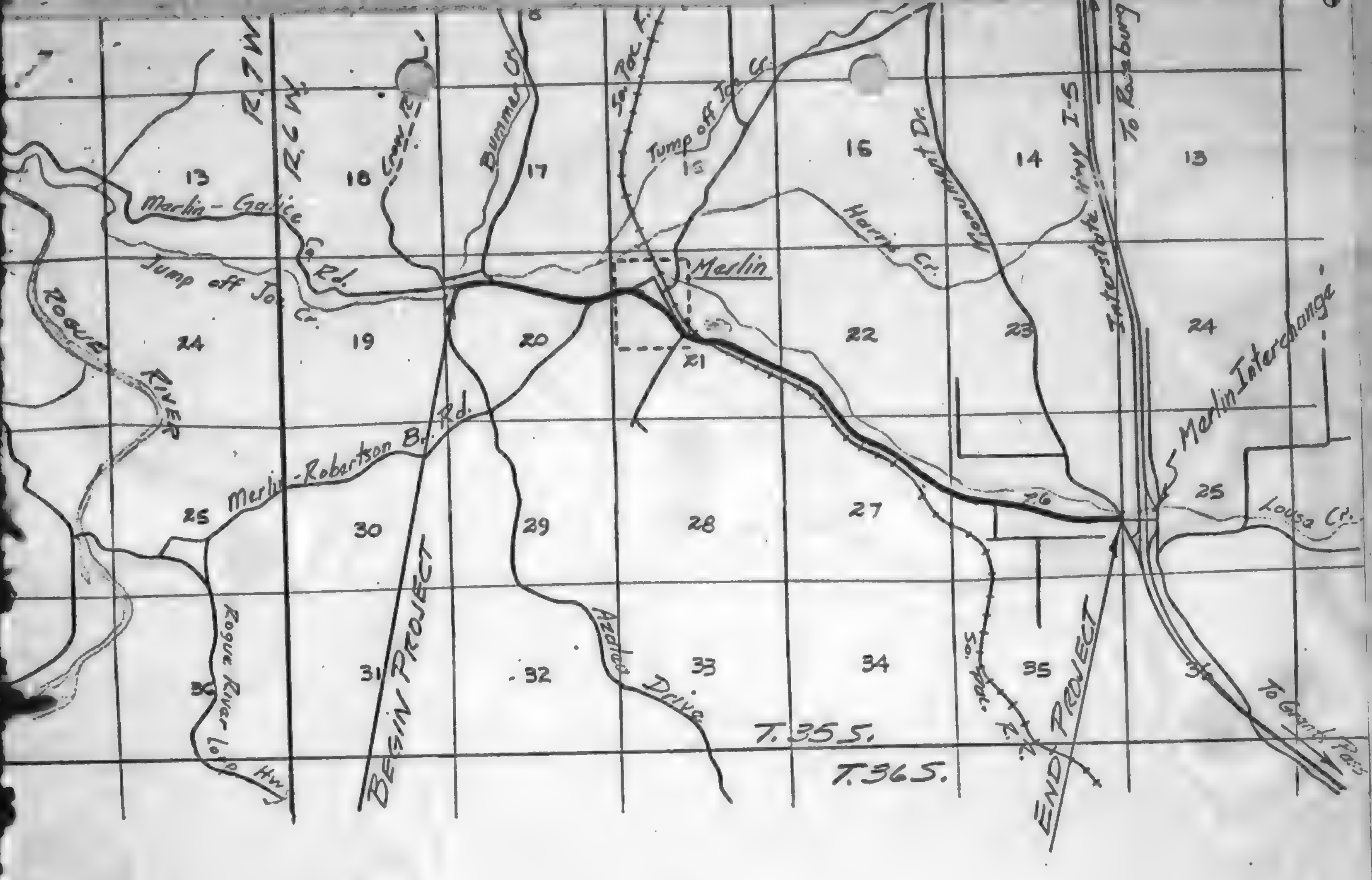
ADDITIONAL FACILITIES: There will be an at grade crossing of the SPRR tracks at M.P. 2.82 near Merlin. There are no streams or airports affected by this project.

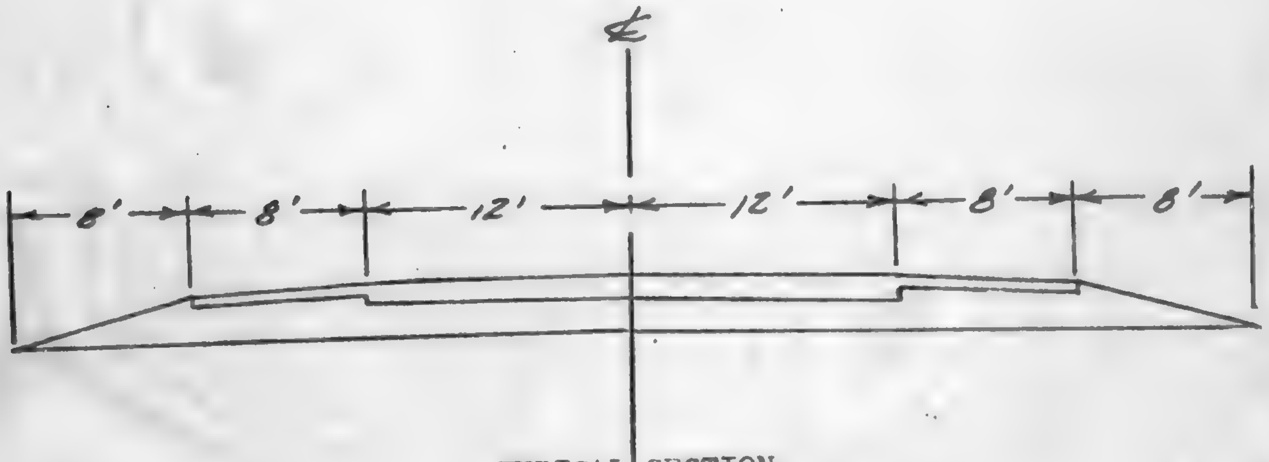
AGREEMENTS:	Routine County FAS-C Project. Routine Utility Adjustments. Agreements with the SPRR will be necessary. SPRR requests that gates be installed at the Railroad crossing and they will participate in costs up to 50%. Right of Way will be required and an opportunity for a public hearing will be offered.
PARKS:	None

June 28, 1968
Attachment

cc: R. E. Simpson (3)
C. T. Keasey
Forrest Cooper ✓
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox (2)
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Ownes
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
JUL 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER


R.7W.
R.6W.
13
18
17
15
16
Monument Dr.
14
Interstate Hwy I-5
To Roseburg
13
Jump off Joe Cr.
So. Pac. R.R.
Bummer Cr.
Merlin-Galice Co. Rd.
Jump off Joe Cr.
Merlin
Harris Cr.
Rogue River
24
19
20
21
22
23
24
Merlin Interchange
Merlin-Robertson Br. Rd.
25
30
29
28
27
26
25
Louse Cr.
36
31
32
33
34
35
36
Rogue River Loop Hwy
Azalea Drive
So. Pac. R.R.
BEGIN PROJECT
END PROJECT
T.35S.
T.36S.
To Grants Pass



TYPICAL SECTION

PROSPECTUS MAP
JUMPOFF JOE CR-LOUSE CR INTCHGE SECTION
XXXXXXXXXXXXXXXXXX
MERLIN - GALICE COUNTY ROAD
Josephine County Scale 1" = 1 Mile
June 1968

I-5-1(75) 6th Street at Morgan Lane Sec. 1971
59 N. Grants Pass Interch., Pacific
#7547 Hwy. (Traffic signals)

7547

STATE COPY

5

OSHD (Coulter)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

12-26-73

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO. 10	REPORT NO. 7	COUNTY Josephine	DIVISION Oregon
DATE OF REPORT 12/26/73	REPORT MADE BY W. H. Kappus, Ass't Area Engineer		PROJECT NO. I-5-1(75)59
COMPLETION DATE 12/29/71	ACCEPTANCE DATE BY CONTRACT AGENCY 12/22/72	TIME ELAPSED 100 %	CONTRACT TIME 200
APPROVED EXTENSIONS 53	LOCATION 6th Street at Morgan Lane in Grants Pass, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NORTH GRANTS PASS INTERCHANGE
6TH STREET AT MORGAN LANE
Traffic Light Installation

This project provided for the installation of traffic control signals at the intersection of 6th Street and Morgan Lane in Grants Pass, Oregon.

Contract Overruns or Underruns

Total contract cost of this project overran by approximately 16%. 11% of this overrun was due to approved State Force Orders. Engineering cost overruns account for the remaining 5%. The approved State Force Orders allowed for the replacement of two signal heads and for modifying signing for which the contractor was neither properly equipped or staffed to perform.

Contract Time

The project was completed December 29, 1971. The contract allowed 200 calendar days to complete the work. The contractor used 253 days. A 53 day time extension was granted due to delays beyond the contractor's control.

NOTED
H.S. COULTER

12-31-73
cy Coulter,
Young

COPY SENT
DEC 28 1973
REGIONAL OFFICE

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original Signed by G. K. Hossner Dist. Engineer G. K. Hossner	
TITLE Area Engineer	DATE 12/27/73	TITLE District Engineer	DATE DEC 28 1973

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

RECEIVED
JAN 19 1973

FOR FILING

7547

January 18, 1973

The Aetna Casualty & Surety Company
Bond Department
1201 S. W. 12th Avenue
Portland, Oregon 97205

Gentlemen:

On December 27, 1972, we wrote to you concerning release of final payment on Contract No. 7547 awarded to Olson Electric Company, Inc., for traffic signal installation on 6th Street at Morgan Lane (North Grants Pass Interchange) in the City of Grants Pass of the Pacific Highway in Josephine County.

Final payment on this contract is $1,994.65 and the total contract amount is $19,842.91 including $23.61 for work performed under force account.

Very truly yours,

C. W. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

hs

cc Olson Electric Company, Inc.
200 East 5th Street
Vancouver, Washington 98660

bc G. T. Kenney
Walt Hart
V. E. Skoog
Attn: W. L. Mosser
J. H. Verstong

5

7547

January 17, 1973

To Oregon State Highway Commission

From F. B. Klaboe
State Highway Engineer

Subject Overrun of Project Authorization
North Grants Pass Interchange
6th St. at Morgan Lane (Grants Pass)
Contract 7547

An overrun in the project authorization for the subject project is apparent. The original authorization was $22,238.19 and the final cost will be $26,100.00, an increase of 17.4 percent. Principal causes of the overrun were signal pole revisions after award of the contract and extra costs for signal head replacements.

This is a Federal-Aid project and we have tentative verbal approval of Federal Highway Administration participation in the $3,862. overrun amount.

The matter was discussed with Chairman Jackson on January 12 and he gave verbal approval. It will appear on the agenda for the January 23 meeting for your confirmation.

cc: C. W. Head
Geroge M. Baldwin
A. E. Johnson
C. T. Keasey
V. E. Skoog
L. H. Young
W. J. Hart
V. L. Gallagher
J. H. Versteeg
Gary Ross
Gary Sund

RJW:dh dpy

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JAN 5 1972
[illegible]

7547

January 5, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Sir:

Overrun of Project Authorization
North Grants Pass Interchange
6th Street at Morgan Lane (Grants Pass)
Contract 7547
FA Project I-5-1(75)59

An overrun in the project authorization for the subject project is apparent. The original authorization was $22,238.19 and the final cost will be $26,100, an increase of 17.4 percent.

Principal causes of the overrun were signal pole revisons after award of the contract and extra costs for signal head replacements because the plans were not clear on signal requirements. Also, signal heads had to be revised when the traffic refused to make mandatory turns in the exterior lanes.

The engineering cost overran because of the contract overrun in time and engineering supervision required for the controller repair work which took place over a considerable period of time.

On December 29, 1972 the matter was discussed with Mr. Thomas Lowe, who gave his tentative verbal approval of Federal Highway Administration participation in the $3,862 cost of the overrun.

May we now have your final concurrence and approval of Federal participation.

Very truly yours,

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
F. B. Klaboe
W. J. Hart
V. L. Gallagher
V. E. Skoog
J. H. Versteeg

RJW:dh ja

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STATE COPY

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cc: OSHD (A E Johnson)
Region
Wash DC

FILING

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cat

12-27-72

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO. 7547 10	REPORT NO. 6	COUNTY Josephine	DIVISION Oregon
DATE OF INSPECTION 12/20/72	INSPECTION MADE BY T. P. Love, Area Engineer		PROJECT NO. I-5-1(75)59
IN COMPANY WITH Keith Martin, Resident Engineer, OSHD.			
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 126%	WORK COMPLETED 100%

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT

JAN 02 1973
REGIONAL OFFICE

Cy Constr Bridge 1-8-73

NORTH GRANTS PASS INTERCHANGE
5th STREET AT MORGAN LANE (GRANTS PASS)
Traffic Signal Installation

The project was completed on December 29, 1971. The contract allowed 200 calendar days to complete the work. The contractor used 253 days. A 53-day time extension was granted due to delays beyond the contractor's control.

The completed work was inspected in the field on June 7, 1972. The project was not accepted then due to ~~the~~ unfavorable operating experience of the Eagle Signal Company's control equipment at other locations. In the intervening time period since last summer, the State experienced some maintenance problems with this equipment, however, they were infrequent and minor in nature.

The project has been completed in substantial compliance with the approved plans and specifications including authorized changes. I recommend acceptance of the project.

1-8-73
Johnson
cy Young

NOTED
A. E. JOHNSON

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STATE HWY ENGR
JAN 3 '73
REFER TO
FOR

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

7547 12-20-72 5

Form [illegible] (Rev. [illegible])

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project 6th St @ Morgan Lane (Grants Pass) Date 12-20-72

Highway Pacific Contract No. 7547

County Josephine Kind of Work Traffic Signal Installation Contractor Olson Electric Company, Inc.

	Authorized	Estimated
Contract Amount	$18,422.00	$18,422.00
Anticipated Items	1,000.00	25.61
Contingency (4½%)	873.99	4,522.75
Engineering	1,942.20	3,129.64
Credits		
PROJECT COST	22,238.19	26,100.00

NET INCREASE $ 3861.81 or 17.4%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)		Expected Amount	Net Change
(A) E.W.01	Flagging $1,000.00	25.61	- 974.39
(U) P.A.1	Delete Loop Detectors 5 & 6	-	- 90.85
(U) P.A.2	Revise Poles 1 & 5	-	+ 617.60
(U) P.A.3	Raise Signal Head	-	+ 135.00
(U) P.A.4	Relocate Meter	-	+ 60.00
(U) P.A.5	Rev. Programmed Heads	-	+ 673.55
(U) S.F.O.1	Signing	-	+ 232.56
(U) S.F.O.2	Permanent Striping	-	+ 782.00
(U) S.F.O.3	Replace Signal Heads	-	+ 2,112.89

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 1-28-73

Principal reasons for overruns (Continue on reverse side): SEE REVERSE SIDE

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by ______ Resident Engineer

Confirmed by J. X. Wilson Division Engineer

Noted by Walter J. Plant Construction or Bridge Engineer

Noted by J. Klaboe Deputy State Highway Engineer

PA #1	Delete detector loops #5 & #6 Respace det. loops 3,4, 7 & 8	(Credit) - $ 90.85
#2	Revise #5 pole to include breakaway base " #1 to be combination lite & signal pole Remove existing lite pole; move luminare to #1 pole	617.60
#3	Raise interior signal head 1' on pole #3	135.00
#4	Install meter and breaker cabinet on #4 pole Weld weather head on #4 pole for power hookup	60.00
#5	Convert 2 programmed 3 section signal heads to 4 section programmed heads.	673.55
	Total	$1,395.30

State Force Orders

		Estimate	Actual
#1	Sign in accordance with Drawing #2398 of the plans for this project	$ 300.00	$ 232.50
#2	Permanent striping; remove existing striping	696.00	782.00
#3	Copy attached	1,898.00	2,112.89
	Total		$ 3,127.45

15471

STATE CO

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MONTHLY TRANSACTION NUMBER 8-52	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	COUNTY Josephine
MODIFICATION NUMBER 1	(PPM 21-7) 8-17-72	PROJECT NUMBER I-5-1(75)59 Safety

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 14, 1971, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 21,364	$ 24,609
Federal Funds	$ 19,710	$ 22,700
Other revisions		

This modification is made for the following reasons:
Additional approved extra items of work.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 17th day of August, 19 72.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Malach
Acting (Division Engineer)
for G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

Oregon State Highway Division

Federal-aid
Project No. I-5-1(75)59 Safety

6TH ST. AT MORGAN LANE (GRANTS PASS) SECTION

PACIFIC HIGHWAY IN JOSEPHINE COUNTY

Salem, Oregon, August 11, 1972

Revised Project Agreement Estimate.

Type Code Y031
Traffic Signals (at N. Grants Pass Intchge. Off Ramp)

Temporary Protection & Direction of Traffic	All Required	$ 500.00
Traffic Signal Installation, Complete	All Required	17,922.00
		$ 18,422.00
Flagging (60% of Contractor's Cost)	All Required	$ 1,000.00
PA#2 Revise Poles 1 & 5	Lump Sum	617.60
PA#3 Raise Signal Head	Lump Sum	135.00
SFO#1 Signing	All Required	300.00
SFO#3 Replace Signal Heads	All Required	1,898.00
		$ 3,950.60
	Subtotal	$ 22,372.60
	10% Engr. & Cont.	2,236.40
	Total	$ 24,609.00

Length of Project - - - 0.0 mile

Federal Funds	$ 22,700.00
State Funds	1,909.00
Total	$ 24,609.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7547

Prefix: 617-1074

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 4-83	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	TE Oregon
	FEDERAL-AID PROJECT AGREEMENT	COUNTY Josephine
PROJECT REPORT NO. 4	*(PPM 21-7)* 4-14-71	PROJECT NO. I-5-1 (75) 59 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 N. Grants Pass Interchange

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	3-3-71	0.0
OTHER *(Specify)*		

FUNDS	Pro Rata 92.26%
ESTIMATED TOTAL COST OF PROJECT $ 21,364	FEDERAL FUNDS $ 19,710

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ____________________

(Title)

By ____________________

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G L Green
(Division Engineer)

For R. E. Simpson

Date executed by Division Engineer 14 APR 1971

FORM PR-2 (REV. 1-70) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division

Federal-Aid
Project No. I-5-1 (75) 59 Safety

6th ST. AT MORGAN LANE (GRANTS PASS) SECTION

PACIFIC HIGHWAY IN JOSEPHINE COUNTY

Salem, Oregon, April 9, 1971

Project agreement estimate.

Type Code Y031
Traffic Signals (At N. Grants Pass Interchange Off Ramp)

Temporary Protection and Direction of Traffic	All Required	$ 500.00
Traffic Signal Installation Complete	All Required	17,922.00
		$18,422.00
Flagging (60% of Contractors Cost)	All Required	1,000.00
	Subtotal	$19,422.00
	10% Engr. & Cont.	1,942.00
	Total	$21,364.00

Length of Project ------------ 0.00 mile

Federal Funds	$19,710.00
State Funds	1,654.00
Total	$21,364.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group	1-100%
Contract No.	7547
Prefix	617-1074

S

FORM E-30-X 12-67

7547

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

~~Salem, Oregon~~
~~June 2, 1972~~

SUBJECT: Traffic Signal Controller Testing

To: Mr. L. P. Shaw
Asst. State Highway Engineer
OFFICE

- copy in Maint. - Traf. - Lights Gw

On May 25 I went to Olympia to talk to Mr. Roger LeClerc, Materials Engineer, and Mr. Dean Lokker, head of the Electronics Test Unit, about their program of traffic signal controller testing.

This program started out under the jurisdiction of the Traffic Section, but was moved to the Materials Section some years ago to keep the responsibility for all contract testing under one section.

Both Messrs LeClerc and Lokker feel that all traffic signal controllers should be tested before acceptance for a contract. This position is based on their experience that 95 to 98 percent of the controllers tested have required some work before being installed on a project. (They also test for cities and counties, primarily on TOPICS projects.) They feel that type acceptance testing is not adequate because it indicates only general quality. There may be malfunctions in any given controller; cabinet wiring errors cause the greatest number of problems.

Model qualification requires a substantial period of time and includes low temperature and high temperature testing. The cabinet wiring test, however, is a shorter duration test requiring ten days to run, the last 72 hours of which have to be without fault.

Errors discovered during the cabinet wiring test are corrected by the manufacturer's technicians in the Highway Laboratory. The Highway Maintenance Section has its own technicians who repair the controllers if they break down after being accepted for a project.

The electronics testing unit is made up of one registered professional civil engineer, (Mr. Lokker) one registered professional electrical engineer, (Mr. James Hess) and two technicians. They will have three technicians when their luminaire testing program is operational. They have room to test four controllers simultaneously using one fixed two-intersection simulator and two portable single-intersection simulators. The principal laboratory space is 640 square feet for controller testing. Luminaire and wire testing require an additional 1000 square feet and office requirements are 265 square feet. Environmental testing (165F and minus 30F) utilizes

NOTED
A. E. JOHNSON

ovens and freezers in other parts of the materials laboratory. In some instances a controller and intersection simulator have been placed in a rental walk-in freezer.

Equipment used in the testing of controllers includes the following:

1.	Four intersection simulators, shop made at $1500	$ 6,000
2.	Temperature probe	150
3.	Temperature recorder (Rustrak)	300
4.	20-pen function recorder (Esterline Angus)	1,000
5.	Impedance bridge (H-P 4260A)	600
6.	Digital multimeter (Digitec 263A)	450
7.	Portable multimeter (Simpson 260-5P)	100
8.	Oscilloscope (H-P 1208)	600
9.	Variac control for high-low volt test (2 at 100)	200
10.	Small lift truck for handling controllers	1,500
11.	Voltage recorder (B & L VOM-5 w/AC adaptor)	770
12.	Misc. small electrical tools	100
	Total	$11,770

As an example of the type of problem which Washington avoids through testing each controller, I am enclosing the Resident Engineer's Narrative Report on North Grants Pass Interchange traffic signal installation. Part of the problem was due to a short in a signal head, but most of the problem was due to poor workmanship and defective components in the controller. Repairs were all made in the field after installation.

At the present time the Materials Section has neither the room nor the personnel to test traffic controllers. The proposed laboratory facilities which are being considered for construction during the 1973-1975 biennium include enough unassigned room to be able to accomodate such testing. If we were to take over the testing program, only the supervisory personnel would need to be budgeted for the coming biennium.

JOHN C. JENKINS
Engineer of Materials & Research

Enclosure

JCJ:eb

cc: A. E. Johnson

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JUN 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

617-1074

NARRATIVE REPORT
North Grants Pass Interchange

Contract 7547
Josephine County

23 March, 1972

This Contract was awarded on 30 March, 1971 with the Calendar day count beginning on 21 April, 1971. The Cnotractor was allowed 200 calendar days to complete the project. The special provisions for this contract deleted the provisions of the Davis-Bacon Act applying to minimum wage scales.

During the prejob conference the contractor was asked to submit prices to convert pole #1 to a combination luminaire-signal pole, remove the existing luminaire pole, & install pole #5 with a slip base. This was submitted as a price agreement #2 for $617.60. Price agreement #1 credited the state with $90.85 for deletion of detector loops 5 & 6. Price agreement #3 for $135.00 was to raise signal heads to gain the minimum required clearance. Price agreement #4 was $60.00 to relocate the meter as P. P. & L. would not allow conduit to be placed on their pole.

The plans specified a 7 guage mast arm, however this was designed for a pole with only one signal per mast arm. This was brought to our attention by the pole supplier and the diameter of the mast arm was increased.

Actual work on the project started November 9, 1971 with 202 calendar days already ~~past~~ used of the 200 allowed.

The plan sheet specified a catalog number for the four unit 3M programmed heads required. The two heads delivered were three unit programmed heads. It was found that the catalog number shown on the plans was for the three unit head rather than the four unit head required. The contractor requested a price agreement to add the extra unit to the heads. The state refused to pay for the additional units and the contractor has submitted a $673.55 claim for his costs.

The plans included a striping and signing diagram with the notation "by others". This was not included in the project authorization so a $300.00 State Force Order for signing and a $696.00 State force Order for striping aere written against Contingencies.

The field work as completed on December 17, 1971 and the signals activated that date. One load module was found to not function correctly and the intersection was put on flashing operation. On Sunday December 19, 1971 the flashing mechanism went out & all lights were on solid red. The lights were turned off at this time. A Flasher was received December 22 and the intersection placed on flashing operation again. A Factory representative from Eagle repaired the load module on December 29, 1971. One of the causes of failure was found to be a wiring short in one signal head. This was wrecking the load module as fast as they

[not a controller problem

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APR 12 1972
BRIDGE DIVISION

NARRATIVE REPORT
North Grants Pass Interchange

cont'd.

could be replaced. The work day count was stopped on this date and the second notification submitted.

When they lights were activated it was found that people refused to make the mandatory right & Left turns in the exterior lanes. Traffic also was switching between ramps to follow the green light on the non-programmed heads in the other ramp. To rectify these problems State Force Order #3 for 1,898.00 dallors was approved. The mandatory right and left turns were eliminated by changing to a four unit programmed head with a through arrow. This work was completed January 28, 1972. Signing and striping was changed to conform.

It was noted that traffic still switched between the two ramps even after a row of 24" traffic cones were nailed between the two ramps. The final solution was to place pre-cast curb sections between the ramps. This was done with maintenance forces and funds.

A factory technician worked on the controller February 2, 1972 and repaired the A phase pedistrian signal which had been functioning without a call. He also replaced the c phase load banks wich seemed to solve all the existing problems.

On February 14, 1972 it was found that the B phase calls were being ignored in the controller. The system was placed on B phase recall.

February 23, 1972, the factory technician checked the controller but it would not malfunction. He soldered a questionable connection and left.

February 16 the electrical crew put B phase back on recall as it was malfunctioning again.

March 1 & 2 the factory technician checked the signals but they would not malfunction. All questionable connections were resoldered. The system seems to be functioning properly to date.

The State is currently trying to get Eagle Signal Company to replace this controller under the warrenty.

The contractor used a total of 253 days for an overrun of 53 days. Liquidated damage of $1,590.00 were with held. The Contractor has submitted a request for time extension of 116 days. This time extension request is based on the time required to negotiate a price and redesign the Combination signal and Luminaire pole. This has not been approved by the Highway Department at this time.

Keith L Martin
Keith L. Martin
Resident Engineer

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APR 12 1972
BRIDGE DIVISION

RECEIVED
JUN 15 1972
FOR FILING

7547

#3

May 18, 1972

Olsen Electric Co., Inc.
200 E. 5th Street
Vancouver, Washington 98660

528

Gentlemen:

The State Highway Commission at its meeting on May 16, 1972, considered your request for a time extension of 116 calendar days to complete Contract No. 7547 for work on the North Grants Pass Interchange-6th Street at Morgan Lane in Grants Pass, Josephine County.

The Commission granted you a 53-day extension of time to the date of completion, without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fcm

cc C. T. Leasey
V. E. Skoog
H. E. Versteeg
Keith Martin
Federal Highway Administration

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 31, 1972

In reply refer to: 10-35-DB

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon
G. K. Hoosner

SUBJECT: Time Extension for FAP I-5-1(75)59

Todd Hawk - Orig & to Com. cy Young Keasling 4-5-72

Concurrence for a 53-day time extension on FAP I-5-1(75)59 is granted as participating by FHWA. The contractor was delayed beyond his control due to design changes and is, therefore, not responsible for this overrun of time.

4-5-72
REFERRED TO

BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
APR 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 5 1972
BRIDGE DIVISION

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 2 6 1972
FOR FILING

7547

DATE April 20, 1972

TO Oregon State Highway Commission

FROM
Tom Edwards
State Highway Engineer

SUBJECT
Request for Extension of Time
No. 2
May 16 Meeting

Olsen Electric Company, Inc., contractor for the installation of traffic signals on the N. Grants Pass Interchange-6th St. at Morgan Lane (Grants Pass) on the Pacific Highway in Josephine County, Contract No. 7547, has requested 116 additional calendar days to complete the contract work without assessment of liquidated damages. The contractor cites a plan change involving a signal pole revision after the award of the contract as a reason for failure to complete the work on time.

The contract was awarded March 30, 1971, and allotted 200 calendar days to complete the work which forecast a completion date of November 6, 1971. The work was completed December 29, 1971, which is an overrun in contract time of 53 days.

The delays associated with the change in contract plans total 74 days and were beyond the control of the contractor. I recommend that the contractor be granted a 53-day extension of contract time without assessment of liquidated damages.

This is a federal-aid project and we have the concurrence of the Federal Highway Administration. This matter will be on the agenda for your consideration at the May 16 meeting.

bc:
Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
C. T. Keasey
V. E. Skoog
L. H. Young
J. H. Versteeg
Gary Ross
Gary Sund

RJW:dh jf

[illegible] (Rev.) [illegible]

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date December 7, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 316 days, within which to complete our Contract No. 7547, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: 74 days for State Dept. request for redesign of poles, dates and supporting information attached.

40 days for installation of additional head section and backplate as per your request.

Respectfully submitted,

OLSON ELECTRIC COMPANY, INC.
Contractor

By

CONSENT OF SURETY

Date December 7, 1971

We, The Aetna Casualty and Surety Company
1201 S.W. [illegible] Avenue Portland, Oregon 97205, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[illegible] C. [illegible]
Attorney in Fact

(SEAL)

Resident Agent

RECEIVED
JAN 27 1972
BRIDGE DIVISION

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete. without assessment of liquidated damages, the following project:

Contract No. 7547 Contractor Olson Electric Company, Inc.

Highway Pacific

North Grants Pass Interchange

Section 6th St. & Morgan Lane

Kind of Work Traffic signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Grant 53 days for delays associated with a design change. This waives all liquidated damages.

Recommended for Approval:

John W. Shuldnke
Division Engineer

Walter J. Grant
Construction Engineer or Bridge Engineer

A. E. Johnson
State Highway Engineer

RECEIVED
JAN [illegible] 1972
BRIDGE DIVISION

Contract No. 7547

Project designation I-5-1(79)59

Date awarded 3-30-71

Work started ~~XX-XX-XX~~ 4-21-71

Per cent completed 99% Date

No. of Calendar Days ~~XXXXXXXX~~ 200

No. of Calendar Days ~~XXXXXXX~~ 253

No. of Added Calendar Days ~~XXXXXXXX~~ Requested 53 ~~116~~

[illegible]

RECEIVED
MAR 21 1972
FOR FILING

7547

March 20, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Sir:

Request for Extension of Time
North Grants Pass Interchange
Sixth Street at Morgan Lane (Grants Pass)
Contract 7547 FAP I-5-1(75)59
Your File 10-35-DB

In reply to your March 6 letter, the following is an explanation of the 74-day delay caused by the design change mentioned in my letter to you on February 28.

A previous I-5 safety contract in this area, the Grants Pass-Evans Creek Section, Contract 7268 /FAP I-5-1(71)50/, called for changing most of the existing luminaires on the off-ramp leading to the Morgan Lane-6th Street Intersection to breakaway bases. The contract plans for the subject contract called for a traffic strain pole, Pole No. 1, to be within one foot of an existing luminaire pole. Also, the contract plans would have placed Pole No. 5 on a non-breakaway base in an area where all the remaining luminaire poles had breakaway bases.

On April 27, 1971 the State reviewed the layout of the project and decided to remove the existing luminaire pole at the intersection, making Pole No. 1 a combination luminaire and signal pole. The base for Pole No. 5 was to be changed to a breakaway base. The resident engineer notified the contractor by letter of April 29, 1971 to expect such a change and the contractor was formally directed to make the change at the pre-job conference on May 11, 1971. Tentative Federal Highway Administration approval to proceed with this change was received from Paul Riedl on May 6, 1971.

Shown below are the dates when items of work relative to this change were accomplished:

May 19, 1971 - Contractor forwarded change to the supplier for quote.

June 2, 1971 - Contractor received quote from the supplier.

June 7, 1971 - Contractor submitted his price to the State.

June 11, 1971 - Contractor received Price Agreement No. 2 from the State for his approval and signature.

June 22, 1971 - Contractor submitted signed Price Agreement to the State.

July 12, 1971 - Contractor received his copy of the signed Price Agreement from the State.

The above period from April 29 to July 12 represents a 74-day delay and the contract time was overrun 53 days. May we have your early concurrence in granting a 53-day extension of time, which would waive all liquidated damages.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
L. H. Young
J. H. Versteeg (enc.)

RJW:dh ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 6, 1972

In reply refer to: 10-35-DB

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

G.K. Hossner
FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(75)59
6th Street at Morgan Lane (Grants Pass)
Time Extension

to Bridge-Design
by J.E. Young
3-9-72

Your letter dated February 28, 1972 on the above project requested a 53 day time extension. Although the request seems to have merit I would desire further information on the 74 day delay caused by the design change mentioned in your letter before I concur.

3-8-72
REFERRED TO
BY [illegible] STATE HIGHWAY [illegible]

NOTED
TOM EDWARDS

RECEIVED
MAR 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

c

RECEIVED

FOR FILING

I-5-1(75)59

7547

February 28, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Sir:

Re: Request for Extension of Time
North Grants Pass Interchange
Sixth Street at Morgan Lane (Grants Pass)
Contract 7547
FAP I-5-1(75)59

The subject contract was awarded March 30, 1971 and allotted 200 calendar days to complete the work, which forecast a completion date of November 6, 1971. Work was completed on December 29, 1971, which is an overrun in contract time of 53 days. The contractor has requested a 116-day extension of time.

By letter from the Resident Engineer on April 29, 1971, the contractor was directed not to order the signal poles as shown on the contract plans. It was decided to convert Pole No. 1 to a combination luminaire and signal pole and move it towards Vine Street. The base of Pole No. 5 was also changed to a breakaway pole base. There was a delay of several months in deciding how to make the above changes and in negotiation with the contractor concerning a price agreement to accomplish the change. On July 12, 1971 a price agreement to make the above changes was received by the Resident Engineer after having been approved by the Salem office.

The contractor was therefore delayed 74 days (from April 29 to July 12) and could not order the poles which were affected by this change until the price agreement was signed.

In view of the foregoing, with your concurrence, I propose to recommend to the Highway Commission that the contractor be granted a 53-day extension of time. This waives all liquidated damages.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
L. H. Young
J. H. Versteeg

RJW:ag ja

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1972

SUBJECT: North Grants Pass Intch.
6th St. at Morgan Lane (Grants Pass)
Contract 7547
FAP I-5-1(75)59

To:

Mr. A. E. Johnson
Assistant State Highway Engineer

BUILDING

In reply to your letter of February 17, 1972, the following is an explanation of changes made on the above project which affected job progress. A previous I-5 safety contract in this area, the Grants Pass-Evans Creek Section, Contract 7268, calls for changing most of the existing luminaires on the off ramp leading to the Morgan Lane-6th Street Intersection to break-away bases. The contract plans for the subject contract called for a traffic strain pole, Pole No. 1, to be within one foot of an existing luminaire pole. Also, the contract plans would have placed Pole No. 5 on a non-break-away base in an area where all the remaining luminaire poles had break-away bases.

On April 27, 1971, Al Rear, John Quiner, and Keith Martin reviewed the layout of the project and decided to remove the existing luminaire pole at the intersection making Pole No. 1 a combination luminaire and signal pole. The base for Pole No. 5 was to be changed to a break-away base. The resident engineer notified the contractor by letter of April 29, 1971, to expect such a change and the contractor was formally directed to make the change at the pre-job conference on May 11, 1971.

Shown below are the dates when items of work relative to this change were accomplished:

5-19-71	Contractor forwarded change to the supplier for a quote.
6-2-71	Contractor received quote from the supplier.
6-7-71	Contractor submitted his price to the State.
6-11-71	Contractor received Price Agreement No. 2 from the State for contractor's approval and signature
6-22-71	Contractor submitted signed Price Agreement to the State.
7-12-71	Contractor received his copy of the signed Price Agreement from the State.

NOTED
A. E. JOHNSON

Walter J. Hart

Walter J. Hart
Bridge Engineer

RJW:ag:dh

FORM E-30 80M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 17, 1972

SUBJECT: North Grants Pass Interchange
Sixth St. at Morgan Lane
(Grants Pass)
Contract 7547
FAP I-5-1(75)59

To: Walt Hart
Bridge Engineer

Returned is the rough draft of a letter to FHWA requesting an extension of time for the subject project.

Before approving and submitting this letter, please provide me with an explanation of why pole No. 1 was changed to a combination pole after execution of the contract and who ordered this change. Also, explain why there was a delay of several months in deciding how to make the above changes and/or making the changes in negotiation with the contractor.

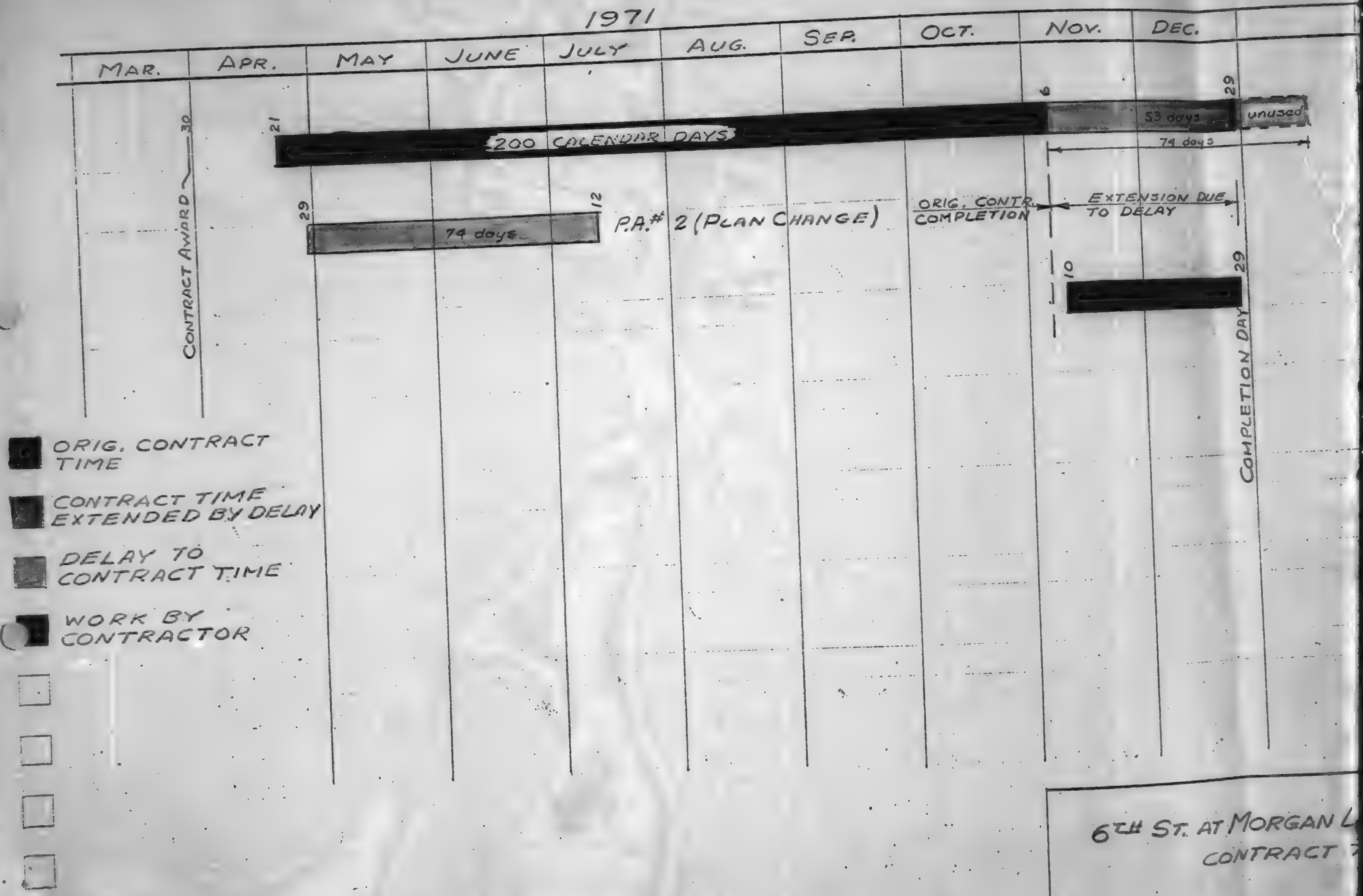
A E Johnson

A. E. Johnson
Assistant State Highway Engineer

AEJ:ja

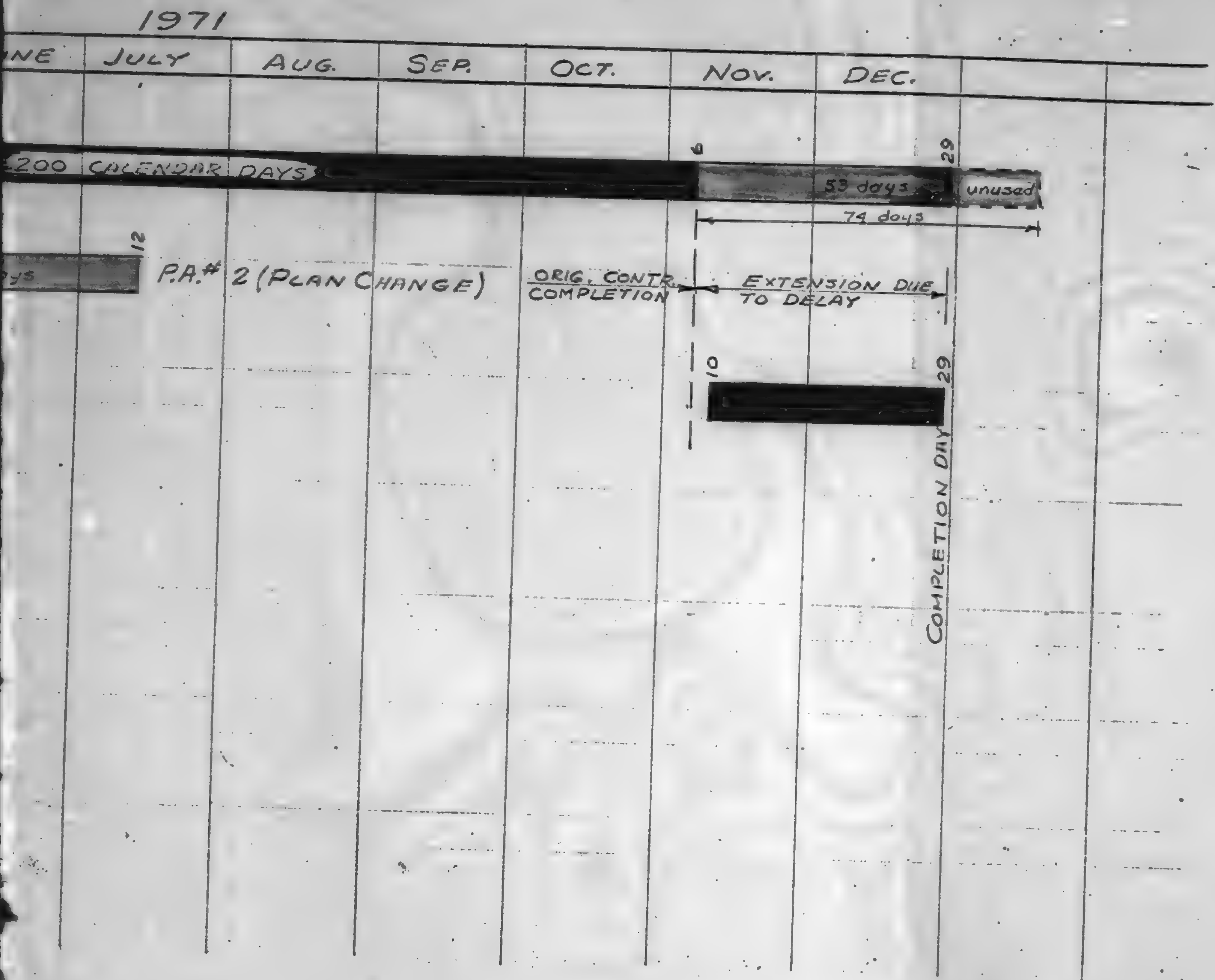
Attachment

RECEIVED
FEB 18 1972
BRIDGE DIVISION

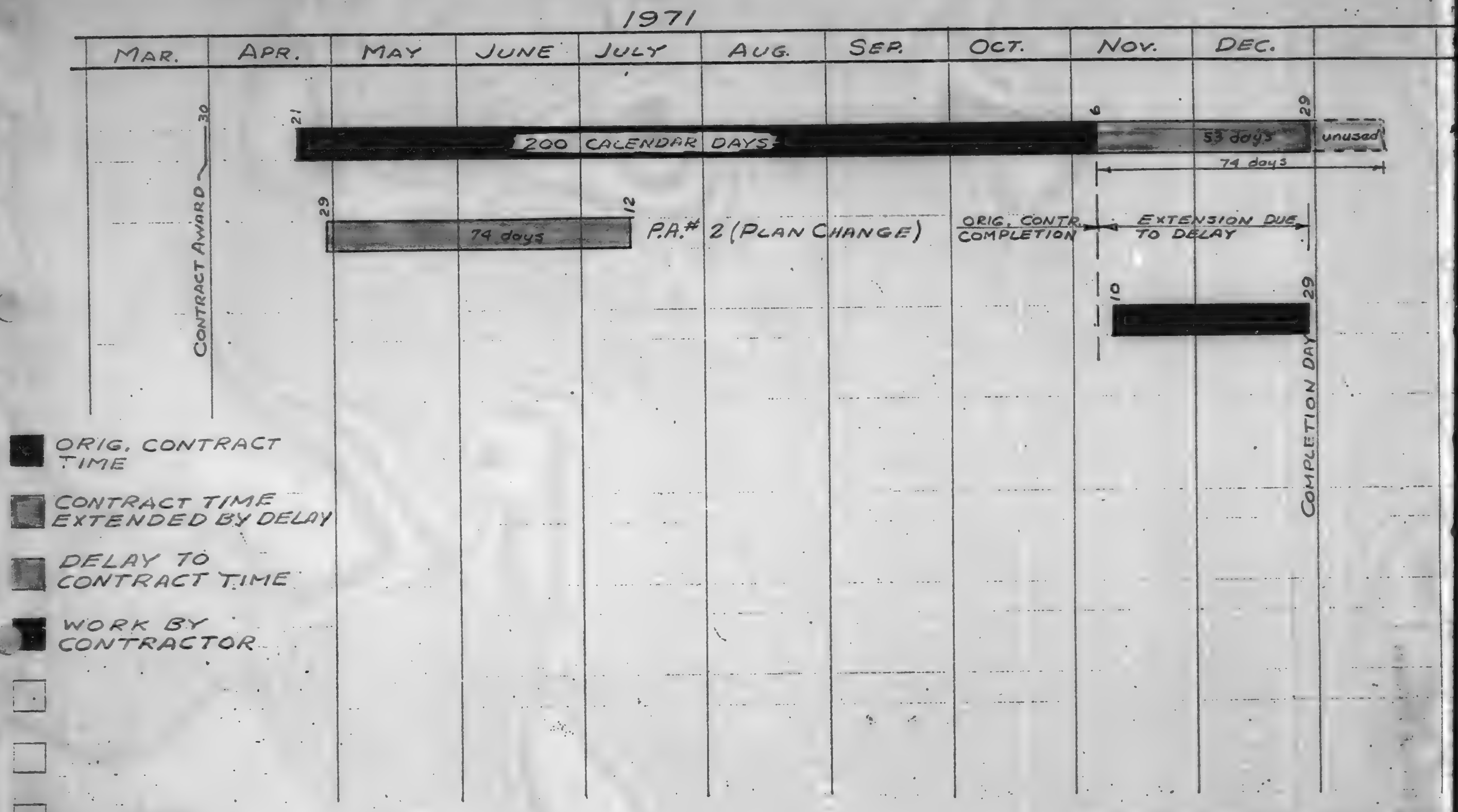


6th ST. AT MORGAN L

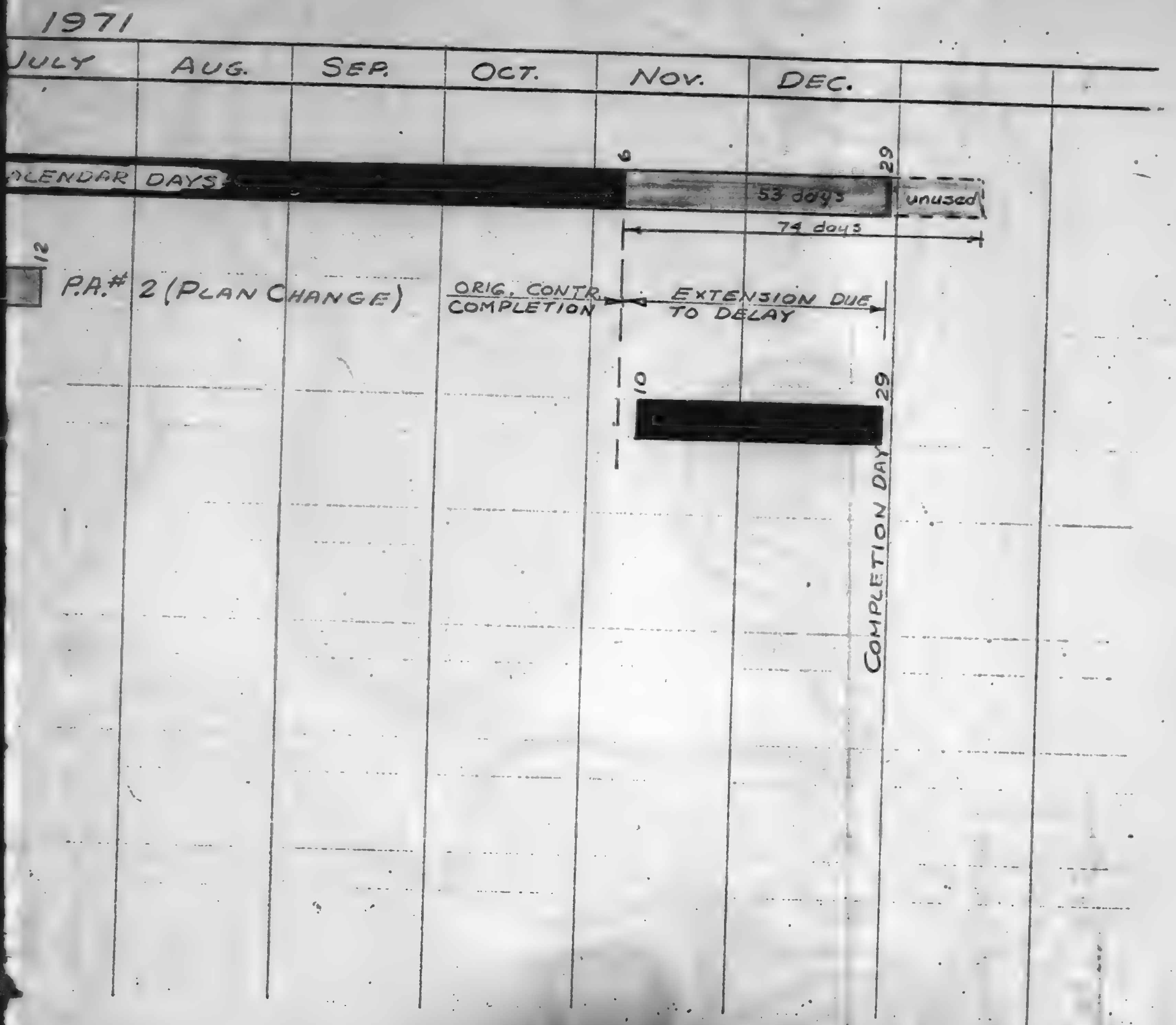
CONTRACT



6TH ST. AT MORGAN LANE (GRANTS PASS)
CONTRACT 7547



6TH ST. AT MORGAN LANE
CONTRACT 75



6th ST. AT MORGAN LANE (GRANTS PA

CONTRACT 7547

KJW

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 26, 1972

SUBJECT: Request for Time Extension
N. Grants Pass Interchange
6th St. & Morgan Lane
Josephine County
Contract No. 7547
I-5-1(75)59
200 days
Start 4-21-71
Cont. Compl. Date 11-6-71
Actual " " 12-29-71

Awarded 3-30-71

To: Mr. W. J. Hart
Bridge Engineer
SALEM

Attached is the subject Request for Time Extension by Olson Electric Company, Inc. in the amount of 116 calendar days, correspondence from Resident Engineer Keith L. Martin, and the contractor.

The matter of pole redesign should be adequate justification for an extension of time. The contractor has requested 74 days, but this request was made prior to the calendar day count being stopped on December 29, 1971. The signals were activated on 12-29-71, at which time 53 days in excess of the 200 days allowed had been used. Used 253 days

With reference to the 42 days request "for installation of additional head section" etc., I would recommend this be disregarded. The contractor will probably submit a claim for the additional signal head section, alleging lack of clarity in the contract plans.

Recommend the contractor be granted 53 calendar days extension.

John W. Sheldrake
JOHN W. SHELDRAKE
Region Construction Engineer

JWS/cw
Attach.
cc Keith Martin

RECEIVED
JAN 27 1972
BRIDGE DIVISION

RECEIVED
FEB 18 1972
BRIDGE DIVISION

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Grants Pass, Oregon
31 December, 1971

SUBJECT: North Grants Pass Interchange
6th St. & Morgan Lane
Josephine County
Contract 7547

To: C. T. Keasey
P. O. Box 1128
Roseburg, Oregon

Enclosed are 5 copies of Form E-320 (Contractors Request for Increase in Number of Workdays to Complete Construction Contract) submitted for the subject project.

Redesign of poles would be considered a change in the plans or specifications. Section 108.09 of the standard Specifications includes this as cause to be considered in justifying a time adjustment. I am enclosing copies of documents to verify key dates in the 74 day period 29 April, 1971 till 12 July, 1971 for which the extension is requested.

The legend on contract drawing #2398 specifies two 3 M catalog No. M-131-332-G or approved equal signal heads. The drawing indicates four sections. The contractor furnished the signal specified in the legend which had only three sections. The contractor was told to furnish four section signals. All field work was completed, except for the two programmed heads, on 10 December, 1971. The additional sections for the two signals were delivered and installed on 16 December, 1971.

This six day period would be grounds for consideration of a time extension as either omissions in the plans of performance of extra work. The Contractor will submit a claim for extra work to install the fourth unit on the programmed heads. If we allow this time extension (six days) we may also be admitting responsibility for the claim.

The Contractor has used 53 calendar days in excess of the 200 days allowed. The calendar day count was stopped on 29 December, 1971.

I recommend the Contractor be allowed the 53 days actually overrun with the justification based on the pole redesign.

Keith L. Martin
Keith L. Martin
Resident Engineer

ROSEBURG DIVISION
RECEIVED
JAN - 4 1971

RECEIVED
FEB 18 1972
BRIDGE DIVISION

RECEIVED
JAN 27 1972
BRIDGE DIVISION

RECEIVED
JAN 18 1972
FOR FILE

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

I-5-1(75)59
7547 G.K. Hossner

DATE: January 12, 1972

In reply refer to: 10-35-DB

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : fr R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(75)59
6th Street at Morgan Lane (Grants Pass)
Traffic Signal Revision

By letter of January 7 Mr. R. L. Schroeder requested approval and participation in revisions to the recently installed traffic signals on subject project. Unsafe traffic operations are being experienced due to the type of signal heads installed. Programed signal heads will alleviate the problem.

Your proposal is hereby approved. The work order, when submitted, should contain an appropriate credit for the two heads being replaced.

1-17-72
REFERRED TO
Schroeder
BY DEPUTY STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 27 1972
FOR FILING

7547

STATE COPY

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

NOTED
F. B. KLABOE

4-26-72
REFERRED TO
Johnson
DEPUTY STATE HIGHWAY ENGINEER
cc Young

January 5, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Federal-aid Project No.
I-5-1(75)59

Cy Constr
Traffic
4-26-72

Dear Mr. Simpson:

All work under Contract No. 7547, North Grants Pass Interchange-6th St. at Morgan Lane (Grants Pass) Section of the Pacific Highway in Josephine County was completed on December 29, 1971.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Tom Edwards
State Highway Engineer

NOTED
A. E. JOHNSON

By L. H. Young
L. H. Young
Programming Engineer

RECEIVED
APR 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Federal Highway Administration
Oregon Division Office Endorsement

Date 4-11-72

G. K. Hoosner
for R. E. Simpson
Division Engineer

Conditions noted on above date:
Periodic checks on the project indicate that the equipment furnished is not functioning properly. The Highway Division has requested we delay final acceptance until the Company proves their signal equipment will provide the necessary coverage to allow safe passage through the intersection. The Traffic Department will advise when this equipment is considered as acceptable.

Per discussion with L. E. George, Traffic Engineer.

n A-105 (Rev. 8-70)

STATE COPY

G-1P

[illegible] 1-3-72 C
[illegible] upon [illegible] of [illegible]
[illegible] funds [illegible]

G. K. Hossner

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7547

Order No. 3 [illegible]

Section 6th St. & Morgan Lane (Grants Pass)

Date December 31, 1971

Highway Pacific

F.A.P. No. I-5-1(75)59

County Josephine

Prefix 617-1074

Account No. 276 ~~273~~-03

Description of Work To Be Done: Replace the most westerly and the most easterly of the signal heads installed by the contractor under the above contract and replace them with programmed heads purchased and installed by the State. The new programmed heads are to be 4-section, having a green vertical arrow, a right turn or left turn green arrow (whichever is appropriate), a yellow and a red. The replaced heads are to become the property of the State. Also remove the 2 "Left Lane Must Turn Left" signs and the 2 "Right Lane Must Turn Right" signs which were installed by the contractor under this contract. The sign boards and the post are to become the property of the State.

Location by Station Numbers:

6th Street at Morgan Lane

Estimate of Quantities and Costs:

ITEM		COST
New programmed signal heads (4-section)	$750 each x 2	$1500.00
Labor for removing original heads and replacing with new heads and removal of signs	All	400.00
Equipment Rental Costs	All	100.00
		$2,000.00
Salvage value of replaced heads	$51 each x 2	$102.00
Salvage value of signs	0	0
		$102.00
Total Cost	$1,898.00	

Explanation:

When lights were activated this modification was seen to be needed.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 22,238.19
Present estimate of project cost, including $ 1898.00 for work under this order	$ 23,958.00
Expected ~~under-run~~ over-run (amount)	$ 1,719.81
Expected under-run over-run (per cent)	7.7%

Space to right of this line is for use of Salem Office

Submitted by: C. Anderson
Resident Engineer

Approval Recommended: R. W. Ellason
~~For~~ ~~Construction Engineer~~ Admin Bridge Engineer

Approval Recommended: for John W. Shuldlic
Regional Engineer

Approved: R. D. B. Tenny
Programming ~~Construction~~ Engineer

SP*72330-734

J. K.

STATE COPY

OSHD (Johnson)
Region
Wash DC
Engr Contl

12-9-71

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

(Check appropriate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO. I-5 10 1(75)59	REPORT NO. 3	COUNTY Josephine	DIVISION Oregon
DATE OF INSPECTION 12-9-71 7547	INSPECTION MADE BY P. V. Riedl, Area Engr		PROJECT NO. I-5-1(75)59
IN COMPANY WITH Keith Martin, Bridge Res Engr			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 114 %	WORK COMPLETED 90 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(Not applicable for all contacts.)*

COPY SENT

JAN 28 1972
REGIONAL OFFICE

Cy Bridge
2-1-72

NORTH GRANTS PASS INTERCHANGE
6th ST. AT MORGAN LANE
(Grants Pass, Oregon)
Traffic Signal Installation

This is a phase inspection on the administration and field control of the Traffic Signal installation on the project. The work completed to date is as follows:

Poles are erected, controllor box in place and wiring completed.

The work in progress during this inspection was the installation of terminal cabinets.

The project was set up to be completed within 200 calendar days. To date the contractor has used 232 days and work remaining consists of obtaining and replacing the 3 lens signal with a 4 lens head. This should be received by Dec. 16, 1971 and project completed shortly thereafter.

Findings:

The contract time expired Nov. 8 and the contractor did not start work until Nov. 9th. The reason for not commencing the start of work was the delay in shipment of the signal poles. The material arrived and the contractor started work on Nov. 9th. At that time it was estimated that work would be completed by Dec. 1, 1971. The work was essentially completed on that date but through a discrepancy in the plans a 3 lens signal was obtained rather than a 4. Reordering was necessary and this will additionally delay the projects completion.

The contract is set up under two lump sum items - temporary protection and direction of traffic and traffic signal installation. Field records are being prepared to cover the work and payment for this work. Diary records are covering th the progress of work satisfactorily. Testing of material is being performed satisfactorily however not all the certifications for materials have been received as yet.

The field controls and construction work are considered as satisfactory. No follow up recommendations are considered necessary for this project.

NOTED
A. E. JOHNSON

2-1-72
REFERRED TO
Johnson

RECEIVED
JAN 31 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FORM PR-33B
(REV. 5-70)

[illegible] PREVIOUS EDITIONS WILL BE USED orm A-100—5M

STATE COPY

G-1P

APPROVED EFFECTIVE DATE 12-8-71
Contingent upon modification of project agreement if additional funds are required
BY G.K. Howard
TITLE Dist. Engineer
DATE 12-31-71
Order No.
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Date 23 November 19 71

Project Name 6th Street @ Morgan Lane (Grants Pass)

Contract No. 7547 F. A. Project No. I-5-1(75)59

Highway Pacific

Prefix 617-1047 Account No. 276-01

County Josephine

Description of Work To Be Done:

Sign in accordance with Drawing No. 2398 of the plans for this project.

Location by Station Numbers:

Through out the project.

Estimate of Quantities and Costs:

Materials	$225.00
Labor	50.00
Rental	25.00
Total	$300.00

Explanation: Project Drawing No. 2398 notes this work to be done by others.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $22,238.19

Present estimate of project cost, including 22,238.19

$300.00 for work under this order $22,238.19

Expected under-run / over-run (amount) . . . . . . $ None

Expected under-run / over-run (per cent) . . . . . . None

Space to right of this line is for use of Salem Office

Submitted by: Keith L. Martin, Resident Engineer
Keith L. Martin,

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved: R. D. [illegible] ~~State Highway~~ Engineer.
Program + Planning

RECEIVED
JUL 16 1971
FOR FILING

I-5-1(75)59

7547

NOTICE

Pursuant to the Bond Law of June 12, 1957
of
THE STATE OF OREGON

REGISTERED MAIL
RECEIPT REQUESTED

GENERAL CONTRACTOR:

Name Olson Electric Company, Inc.

Address 710 West Eighth Street; Vancouver, Washington98660

PUBLIC AGENCY (For Whom Work is Performed):

Name Oregon State Highway Department

Address Salem, Oregon

NOTICE IS HEREBY GIVEN TO YOU AND EACH OF YOU pursuant to ~~Section~~ Oregon State Bond Law of June 12, 1957 that Claimant ECONOLITE, A Division of Tamar Electronics, Inc. whose address is 3360 East La Palma; Anaheim, California 92806

be
will/furnishing labor and/or materials generally consisting of traffic signals and/or lighting materials

to Contractor Olson Electric Company, Inc.

in connection with that certain work of improvement described as OSHD Contract #7547; Sixth Street at Morgan Lane (Grants Pass)

Total Amount of Order $2,290.00, subject to revision.

Dated July 13, 1971

ECONOLITE, A Division of Tamar Electronics, Inc.
(Claimant)

By Richard Cazis
Richard Cazis, Credit Manager

NOTED
LOYD QUERY

cc: Olson Electric
Aetna Casualty
L. Keyser

RECEIVED
JUL 16 1971
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 19 1971

I-5-1(73)59
7547

April 19, 1971

Olson Electric Company, Inc.
200 East 5th Street
Vancouver, Washington 98660

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7547 for a traffic signal installation on 6th Street at Morgan Lane in Grants Pass (North Grants Pass Interchange) of the Pacific Highway in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc The Aetna Casualty & Surety Company
Bond Department
1201 S. W. 12th Avenue
Portland, Oregon 97205

bc F. D. Morgan
I. D. Merchant
Keith Martin
C. T. Keasey

3-3-71

RECEIVED
MAR 23 1971

FOR FILING

U.S. DEPARTMENT OF TRANSPORTA ON
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-1(75)59

STATE PROJECT NO. N. Grants Pass Interchange

COUNTY NAME Josephine

PROGRAM STAGE (Check) ☐ 1 ☒ 2

FROM:
R. E. Simpson, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO. I-637

TO:

I-5-1(75)59
75/7

Mr. R. L. Porter
State Highway Engineer
Salem, Oregon

Young
3-22-71

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
March 3, 1971	March 3, 1971	Interstate Route 5 State Route 1

LIMITS OF AUTHORITY

After concurrance in award you are authorized to proceed with contractor's flagging in the amount of $1,000.00 as shown in your estimate.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) Flagging $1,000.00
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Young's February 26, 1971 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed copy of the Title Sheet is returned herewith.

NOTED
F. D. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
March 3, 1971		Division Engineer

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

2-10-71

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61) 2-10-71	**FEDERAL - AID PRO** (PPM 21-1
DATE SUBMITTED TO W.O.		

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 I-5 N. Grants Pass Interchange 65	**ADT**	PRESENT 5,600	FUTURE 10,000 (66) (70)	YEAR 91 (71) (72)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Traffic Signal Installation 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Josephi
	NAME OF URBAN AREA Grants Pass 17-31	ROUTE NO. I FEDERAL - AID I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	ESTIMATED PROJECT COST FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		I-5 N. Grants Pass Interchange			
5					**ROW**		[6th St. at Morgan Lane (Grants Pass) Section]			
5					**CONST** (CODE) Safety Y031			0.0	27,000	24,900

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	27,000 (16) (23)	24,900 (24) (33
1	14	PROGRAM APPROVAL DATES				

and I-5-1(2)58
improvement" u

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 5,600	FUTURE 10,000 (66) (70)	YEAR 91 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 637 (14) (18)

AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- 14 23	NUMBER 5-1 7	SEQ. NO. (75) 13	I. Projects Only POST MI. 59 (24) (26)	DESIG. 27

COUNTY NAME Josephine — CODE (14) 033

ROUTE NO. I — FEDERAL-AID I-5 (32) — STATE (36) — U.S. (37) (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

LES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
(58)	(59) (66)	(67) (76)		
0.0	27,000	24,900	2,100	
0.0	27,000	24,900	2,100	
	(16) (23)	(24) (33)		

CHARACTER OF PROPOSED WORK
(Full description)

Install traffic signals at S. Bd. off-ramp terminal intersection at 6th St. & Morgan Lane & install advance warning signs.

ROW - 150' normal; access control - full; parking restrictions - complete.

REMARKS

Additional data: Items 11 and 69B; projects I-5-2(8)59 and I-5-1(2)58 respectively. This project qualifies as "safety improvement" under PPM 21-16.

-over-

USCOMM DUSCOMM-DC 48905-P61

Remarks continued -

Project Data: The project consists of installing three-phase, fully-actuated traffic signals at the south bound off-ramp terminal intersection at 6th St. and Morgan Lane and installing adequate overhead advance warning signs, on the off-ramp, interconnected into the traffic signals.

Public Hearing: Not required under paragraph 6c of PPM 20-8.

Design: Approved by FHWA memorandum of November 25, 1970.

State and District Clearinghouse Review: Exempt from State and District 8 (Rogue Valley Council of Governments) Clearinghouse review per working agreements dated April 28, 1970, and December 1, 1970, respectively.

ADT for Intersection: Approach volumes; present ADT 7,100, future ADT (91) 10,000.

DEC 2 - 1970

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 25, 1970

In reply refer to: 08-35-DB

I-5-1(75)59

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

7547

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(67)59
North Grants Pass Interchange
Intersection of 6th St. & Morgan Lane

We have reviewed your request of November 23 concerning the traffic safety problem at the above-mentioned interchange.

This ramp terminal intersection has been the location of quite a number of accidents and is in need of some type of safety feature to correct the problem.

Your proposal to install painted channelization and three-phase, actuated traffic signals at the intersection of 6th Street and Morgan Lane is a satisfactory method to improve this safety hazard.

Approval is granted to incorporate this work as an interstate safety project.

You may wish to consider incorporating this work under the safety project now being developed on the Jumpoff Joe Creek - Grants Pass Section I-5-2(67)59.

cc:
Region

12-2-70

REFERRED TO George Young

NOTE
F. B. Kl

NOTED
JOM EDWARDS

RECEIVED
NOV 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Klaboe

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 23 1970
FOR FILE

I-5-11(75)59
7547

November 20, 1970

Oregon State Highway Commission

Gentlemen:

A traffic safety problem exists at the intersection of 6th Street and Morgan Lane in Grants Pass. This intersection is the ramp terminal intersection for the southbound off-ramp at the North Grants Pass Interchange. The safety condition is created primarily because of design problems encountered in construction of the off-ramp.

To improve traffic conditions at this intersection, it is proposed to install three-phase, fully actuated traffic signals and adequate overhead advance warning signs on the off-ramp interconnected into the traffic signal at an estimated cost of $30,000. This project would be financed from Interstate funds as an Interstate Safety Project.

This matter will be on the agenda for your consideration at the November 24 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
F. B. Crandall
L. H. Young
C. T. Kessey

LEG:mk sr

9-70

RESOLUTION

WHEREAS: Deer Creek Grange #371 and others, including the Oregon State Grange, have requested that the Oregon State Highway Commission establish a 40 Mile Per Hour speed limit in the Selmac Lake-Selma Junction area of the Redwood Highway, and

WHEREAS: The Oregon State Highway Commission has denied the above request on the grounds that any speed restriction in the area above-mentioned, less than the basic speed of 55 miles per hour would be too slow for proper flow of traffic, THEREFOR:

BE IT RESOLVED: that The Deer Creek Grange #371, meeting in regular session this 5th day of September, 1969 does request The Oregon State Highway Department to install Basic Speed sign posts together with Congested Area Warning signs in the Selmac Lake-Selma Junction of the Redwood Highway, and

BE IT FURTHER RESOLVED: that the State Highway Patrol and other law enforcement agencies be alerted and strict enforcement of the Basic Speed Law be enforced, and

BE IT FURTHER RESOLVED: that copies of this resolution be sent to the Josephine County Pomona Grange #20, Josephine County Sheriffs office, State Representative Sidney Bazzet, The Oregon State Highway Commission, and to the Govenor of the State of Oregon, Tom McCall.

Daisy Coffman
Daisy Coffman; Master, Deer Creek Grange #371

Edith Poole
Edith Poole; Sec., Deer Creek Grange #371

21-3394 Agate Beach State Wayside Sec. 1971
at Newport
#7548 (Landscaping improvement)

RECEIVED
JAN 5 - 1972
FOR FILING

21-3394
7548

January 5, 1972

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, California 90015

Gentlemen:

On December 30, 1971, we wrote to you concerning release of final payment on Contract No. 7548 awarded to All-City Landscape, Inc., and Moore-Rose Manufacturing Company, Inc., for landscape improvement in Agate Beach State Wayside in Lincoln County.

Final payment on this contract is $2,944.01 and the total contract amount is $30,026.78 including $223.83 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc All-City Landscape, Inc., and
Moore-Rose Manufacturing Co., Inc.
29 N. E. 148th Avenue
Portland, Oregon 97230

bc Frank Morgan
Walt Hart
V. E. Shoog
Attn: John Kerr
J. B. Boyd

RECEIVED
DEC 21 1971
FOR FILING

21-3394
7548

December 20, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed August 27, 1971 on Contract No. 7548. The contract was with All-City Landscape, Inc. and Moore-Dane Mfg. Co., Inc. and was for landscape improvement on the Agate Beach State Wayside Section in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 17, 1971, and that you concur in this procedure at the Commission meeting on January 11, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:jb

cc: Floyd Query
Tom Edwards
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Merchant
V. E. Skoog
H. S. Cox
J. B. Boyd

21-3394/
7548

(REV 10-69)
REGON STATE HIGHWAY DIVISION

ENGINEER'S WEEKLY REPORT

OR CONSTRUCTION PROJECTS ONLY
ONSTRUCTION AND BRIDGE SECTION

SECTION: Agate Beach State Wayside
WEEK ENDING: 10 Dec 71
SECTION PREFIX: 21-3394
HIGHWAY: - - -
COUNTY: Lincoln
OB: ate Beach
KIND OF WORK: Landscape Improvement
OR: ll City Landscape
CONTRACT NUMBER: 7548
FEDERAL AID PROJECT NUMBER: State
CONTRACT: Mar 71
DATE WORK STARTED: 19 Apr 71
ESTIMATED COMPLETION DATE:
FORCE ON PROJECT FOR THE WEEK: 0
SUPERVISION:
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
SPECIFIED COMPLETION DATE: 31 Dec 71
PERCENT OF TIME ELAPSED: 53
AUTHORIZATION: $60,072.19
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
E OF ENGINEERING: $54,825.71
ENGINEERING AUTHORIZATION: $5,246.48
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
COST OF COMPLETED EXCLUSIVE OF NG: $50,045.56
ENGINEERING COST TO DATE: $6,981.
DATE PROJECT WAS COMPLETED: 27 Aug 71
ED PERCENT: XXXXX UNDERRUN 9 %
PERCENT OF AUTHORIZATION: 133 %
S-F Est submitted 13 Oct 71
P-F to be submitted 10 Dec.

ESTIMATED PERCENT COMPLETE (ROADWORK)

	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
N PROJECT					
ARTIALLY COMPLETED					
COMPLETED					
ESTIMATED QUANTITIES (CONTRACT)					
QUANTITIES CORRECTED TO DATE					
TED QUANTITIES MOVED OR PLACED TO DATE					
E DAILY QUANTITIES					
DAILY QUANTITIES NECESSARY TO PROJECT ON TIME					
OF SHIFTS PER DAY					
PER SHIFT					

MENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
DAY	Rain			
NDAY	Showers			
SDAY	Overcast			
DNESDAY	Storm			
URSDAY	Showers			
DAY	Showers			
TURDAY				

Routing
Johnson

RECEIVED
DEC 13 1971
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

5 Dec 71 SUNDAY	
6 MONDAY	
7 TUESDAY	
8 WEDNESDAY	
9 THURSDAY	
10 FRIDAY	
11 SATURDAY	

REMARKS

Contractor's ID sign removed Wednesday.

Post-final Report to be submitted to Salem to-day(Friday).

This is the FINAL Weekly Report.

SIGNED H. H. Patterson LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
APR 29 1971

21-3374
7548

April 28, 1971

All-City Landscape, Inc., and
Moore-Dame Manufacturing Co., Inc.
39 N. E. 148th Avenue
Portland, Oregon 97230

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7548 for landscape improvement in Agate Beach State Wayside in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc Transamerica Insurance Company
1150 South Olive Street
Los Angeles, California 90015

bc F. D. Morgan
L. D. Merchant
R. N. Patterson
R. D. Asbury
David Talbot
Ray Olson

c

RECEIVED
APR 20 1971

FOR FILING

21-3374
7548

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 8, 1971

SUBJECT: Drainage Problem
Agate Beach Wayside

To:

A. E. Johnson
Asst. State Highway Engineer

Building

Checked into the drainage problem at Agate Beach Wayside mentioned in your note to me.

Apparently the Parks had been doing some backfilling of sand and with this material had plugged the drains from the parking lot. Steps have been taken to open the drains.

In addition, the contractor is presently under contract to install sidewalks. Interesting that no provision was made in the Parks plans for drainage under the sidewalks. A price agreement will be instigated to provide catch basins and outlet drainage from the parking area to the creek south of the parking area.

Robert N. Bothman
Maintenance Engineer

RNB:mp

cc: R. D. Asburry

NOTED
A. E. JOHNSON

RECEIVED
APR 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

I-80N-8(22) Ontario Safety Rest Area Sec. '71
376 of Old Oregon Trail near Ontario.
#7549 (Grading, paving & facilities)

241 4163 - 3 - 22 - 7

5

STATE COPY

7549

5-29-73

cc: OSHD (H S Coulter)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads
est

REGION NO. 10	REPORT NO. 14	COUNTY Malheur	DIVISION Oregon
DATE OF REPORT 5-29-73	REPORT MADE BY R. A. Nichols, Area Engineer		PROJECT NO. I-80N-6(22)376
COMPLETION DATE 5-31-72	ACCEPTANCE DATE BY CONTRACT AGENCY 3-13-73	TIME ELAPSED 100%	CONTRACT TIME 3-31-72
APPROVED EXTENSIONS None	LOCATION Adjacent to I-80N in Ontario, Oregon.		

#7549

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.
There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ONTARIO SAFETY REST AREA
OLD OREGON TRAIL HIGHWAY
Grading, Paving, and Facilities

There were no unusual overruns or underruns. The final contract costs were $484,731, 4.9% less than the original contract amount of $509,490. There were numerous changes, however, all the changes were covered by proper documentation with FHWA concurrence.

COPY SENT
JUN 04 1973
RE[illegible]CE

NOTED
H.S. COULTER

6-4-73
cy Constr.
Young

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE		SIGNATURE	
TITLE R. A. Nichols	DATE	TITLE K. J. Valach	DATE

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

5

7549

March 28, 1973

Hartford Accident & Indemnity Company
Surety Department
1020 Eastlake Avenue East
Seattle, Washington 98102

Gentlemen:

On March 16, 1973, we wrote to you concerning release of final payment on Contract No. 7549 awarded to Ray E. Kenny dba. Ray E. Kenny Const., & Ontario Asphalt Paving Company for the Ontario Safety Rest Area on the Old Oregon Trail in Malheur County.

Final payment on this contract is $323.38 and the total contract amount is $495,896.95, including $980.98 for work performed under force account.

Very truly yours,

C. W. Hood, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Ray E. Kenny Const., and
Ontario Asphalt Paving Co.
1272 Moore Way
Ontario, Oregon 97914

bc C. T. Kassey
Walt Hart
V. E. Shoog
Attn: Dick Hecok
Wendell Schwartz

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cst

3-8-73

CONSTRUCTION INSPECTION REPORT

(FPM 20-6.1)

cc: OSHD (A E Johnson)

5419 Region
Wash DC

#7549

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ Semi-FINAL INSPECTION

REGION NO. 10	REPORT NO. 11	COUNTY Malheur	DIVISION Oregon
			PROJECT NO. I-80N-8(22)376
DATE OF INSPECTION 3/8/73	INSPECTION MADE BY R. A. Nichols, Area Engineer	TIME ELAPSED 100 %	WORK COMPLETED 99%
IN COMPANY WITH	PROGRESS OF WORK Satisfactory		
QUALITY OF WORK* Satisfactory			

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT
MAR 12 1973
REGIONAL OFFICE

ONTARIO SAFETY REST AREA
OLD OREGON TRAIL HIGHWAY
Grading, Paving, and Facilities

The project except for several small lawn areas was satisfactory on March 8, 1973. Since this is the only work that is not satisfactory we concur in the State's decision to accept the project from the contractor with a $671.14 reduction in price for the lawn areas not meeting specification requirements.

It is understood that the nonspecification lawn will be replaced by State forces when the weather conditions are more favorable at a cost not to exceed $671.14.

[illegible]
H. S. COULTER

RECEIVED
STATE HWY ENGR
MAR 13 '73
REFER TO
FOR

Info	Answer	N/D	O/R	Sign	Act	File

3-13-73
Constr.
cy Young

PREVIOUS EDITIONS WILL BE USED

FORM PR-33B
(REV. 5-70)

7549

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Ontario Safety Rest Area

WEEK ENDING: January 20, 1973

SECTION PREFIX: 623-1023

HIGHWAY: Old Oregon Trail

COUNTY: Malheur

NAME OF JOB: Ontario Safety Rest Area

KIND OF WORK: Grading, Paving & Facilities

CONTRACTOR: R. Kenney & Ontario Asphalt Paving Co.

CONTRACT NUMBER: 7549

FEDERAL AID PROJECT NUMBER: I80N-8(22)376

DATE OF CONTRACT: April 15, 1971

DATE WORK STARTED: April 23, 1971

ESTIMATED COMPLETION DATE: [illegible]

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 4 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 651,343.47

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 599,695.09

ENGINEERING AUTHORIZATION: $ 51,648.34

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 557,233.36

ENGINEERING COST TO DATE: $ 54,648.34

DATE PROJECT WAS COMPLETED: May 31, 1973

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 7.0 %

PERCENT OF AUTHORIZATION: 105 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	ATB	
100	1000	100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.84	0.84		0.84	0.84
MILES PARTIALLY COMPLETED	0.84	0.84		0.84	0.84
MILES COMPLETED	0.84	0.84		0.84	0.84
TOTAL ESTIMATED QUANTITIES (CONTRACT)	10,400C.Y.	8,400 Ton		7,000 Ton	4,500 Ton
TOTAL QUANTITIES CORRECTED TO DATE	10,000	7,070		5,900	4,000
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	10,000	7,070		5,900	4,000
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	14	Overcast, Cool			
MONDAY	15	" "			
TUESDAY	16	" "			
WEDNESDAY	17	" "			
THURSDAY	18	" "			
FRIDAY	19	Clear, Cold			
SATURDAY	20				

Routing
K Kessey
Bond
Walker
Johnsen
Glenn
Litchfield
Berg

RECEIVED
JAN 22 1973
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 14	No activity.
MONDAY 15	No activity.
TUESDAY 16	No activity.
WEDNESDAY 17	No activity.
THURSDAY 18	No activity.
FRIDAY 19	Placing fiberglassed picnic table tops and benches back in table foundations as per P.A. No. 31.
SATURDAY 20	Anticipated completion of picnic table top and bench placement.

Status of Work: **REMARKS**

Post Semifinal Submitted. P.A. No. 31 being completed. This finishes the project. This is the final weekly report for this project.

K C Allmer

By: Kenneth C. Allmer, Asst. Res. Bridge Engr.

SIGNED ____________ LOCATION Ontario

Curtis H. Duval, Resident Bridge Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7549

5

Form A-105—5M

G-11

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 9

Project Name Ontario Safety Rest Area

Date December 1, 1972

Highway Old Oregon Trail

Contract No. 7549 F. A. Project No. I80N-8(22)376

County Malheur

Prefix 623-1023 Account No. 271 ~~433~~-09

Description of Work To Be Done:

Lawn Construction. Replace non-spec. Lawn areas on subject project.

Location by Station Numbers:

Throughout project.

Estimate of Quantities and Costs:

	Est. Quantity	Unit Cost	Total Est. Cost
Non-spec. lawn area	17,512.3 ~~17,812.3~~ Sq. Ft.	$ .038324/ Sq. Ft.	$671.14 $ ~~682.64~~ W.R.

Explanation: Contractor did not produce lawn meeting specifications in several areas. Due to the lateness of the season it was not practical to require the contractor to replace these areas during 1972, therefore the project was accepted on the basis of a reduction in price for lawn construction. This lawn construction to be done by state forces when conditions are more favorable.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 651,343.47
Present estimate of project cost, including $ ~~682.64~~ 671.14 for work under this order	$ 610,117.81
Expected under-run over-run (amount)	$ 41,225.66
Expected under-run over-run (per cent)	6.3

Space to right of this line is for use of Salem Office

Submitted by: Curtis H. Duval
Resident Engineer
Curtis H. Duval

Approval Recommended: R. C. Elliott
~~Construction Engineer or~~ Bridge Engineer

Approval Recommended:
Division Engineer

Approved:
~~Deputy State Highway Engineer,~~ Assistant State Highway Engineer or ~~Office Engineer~~.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RCL

RECEIVED

State
3-15-72

4-5

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FORM PR-33 E (REV. ...)

OSHD (AE JOHNSON)

7549 Region
Wash DC
Area Engr

FINAL ACCEPTANCE REPORT

(PPM 20-6.1)

pse

REGION NO. 10	REPORT NO. 1	COUNTY Malheur	DIVISION Oregon
DATE OF REPORT March 15, 1972	REPORT MADE BY R. A. Nichols Area Engineer		PROJECT NO. I-80N-6(18)376
COMPLETION DATE ______	ACCEPTANCE DATE BY CONTRACTING AGENCY ______	TIME ELAPSED ______ %	CONTRACT TIME ______
APPROVED EXTENSIONS ______	LOCATION The project is located left of the WB Lanes, ¼ mile from the Oregon-Idaho Border		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right of way.

NOTED
A. E. JOHNSON

REMARKS: *The project has been completed in reasonable close conformity with the approved plans and specifications including authorized changes and extra work.*

CY-Young
Const.
3-21-72

ONTARIO REST AREA
OLD OREGON TRAIL HIGHWAY

The construction project included within the limits of this project is completed to the stage so that the need for additional right of way is not anticipated. All right of way actions are completed except for preparation of the final voucher.

Original Signed by
C. J. Mathias

I Concur ~~Div. ROW Officer~~
C. J. Mathias
Division Right of Way Officer

3-21-72
REFERRED TO
Johnson - Young
BY DEPUTY STATE HIGHWAY ENGINEER

MAR 17 1972
REGIONAL OFFICE

RECEIVED
MAR 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

* NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE Original signed by R. A. NICHOLS		SIGNATURE G. H. Green	
TITLE	DATE 3-16-72	TITLE	DATE -7-72

REPLACES PR 33A(2) REV 4-66 WHICH MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

7549

Form ~~[illegible]~~-3M

2-28-72

STATE COPY G-11

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Ontario Safety Rest Area ✓ Date Jan. 31 3-6-72, 1971

Highway Old Oregon Trail ✓ Contract No. ~~XXXX~~ 7549 ✓

County Malheur ✓ Prefix 523-1023

Contractor Ray E. Kenny & Ontario Asphalt Paving Company ✓ F. A. Project No. I-ION-2(22)376 ✓

Address 1272 Moore Way, Ontario, Oregon 97914 ✓ Order No. 2 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Backfill top portion of light pole excavation with concrete.

Location by station numbers: 1327+95 to 1331+64

NOTED
A. E. JOHNSON

RECEIVED
MAR 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

cy Contr 3-1-72

Estimate of quantities and cost:	Labor	1,290.10 ✓
	Material	~~571.41~~ 583.91
	Total	~~1,861.51~~ $1,874.01 ✓

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Additional ~~[illegible]~~ anchorage needed for wood light standard due to wind in this area. Contractor would not give a price for Price Agreement which could be justified.

NOTED
[illegible]

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$651,343.47
Present estimate of project cost, including $~~1,861.51~~ 1,874.01 ✓ for work under this order	$627,7~~[illegible]~~ 61.95
Expected under-run ~~over-run~~ amount	$23,5~~[illegible]~~ 81.52
Expected under-run ~~over-run~~ per cent	3.62%

Space to right of this line is for use of Salem Office

Submitted by: Curtis H Duval
Curtis H. Duval
Resident Engineer

Approval Recommended: R.W. Ellison
Construction Engineer or Bridge Engineer

Approval Recommended: [illegible]
Division Engineer
Br.

Approved: [illegible] Johnson admin
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP*23577-734

Form A-166—5M

I-80N-8(22)376
7547

STATE COPY G-11

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 8-4-71 c
contingent upon modification of project agreement if additional funds are required

TITLE Dist. Engineer
Order No. 6
DATE 9-10-71

Project Name Ontario Safety Rest Area

Date FEDERAL HIGHWAY ADMINISTRATION [illegible] 26 1971

Highway Old Oregon Trail

Contract No. 7549

F. A. Project No. I80N-8(22)37

County Malheur

Prefix 623-1023

Account No. 278-06

Description of Work To Be Done:

Permanent striping on "RA", "RT" lines & parking lots

To Construction 9-15-71

Location by Station Numbers:

Throughout project limits

NOTED
A. E. JOHNSON

Estimate of Quantities and Costs:

Parking lots - 4 inch solid lines	=3100 lin ft or .59 mi X $54.00 =	$31.86
Shoulder stripes - 3 inch solid lines	=2500 lin ft or .47 mi X $44.00 =	$20.68
Removal of 3 inch shoulder stripes	=4 hrs X $18.25 =	$73.00
Pavement legend crew - 3 men	=8 hrs X $35.00 =	$280.00
	Total	$405.54

NOTED
TOM EDWARDS

Explanation:

Contractor is not equipped to perform this work.
This work is to be performed by the Oregon State Highway Division Striping Crew

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ ~~651,648.38~~	651,343.47
Present estimate of project cost, including $ 405.54 for work under this order	625,669.82 $	
Expected under-run over-run (amount)	$ 25,978.56	
Expected under-run over-run (per cent)	4.0%	

Submitted by: Thomas Olin Ass't Res Bridge Engr ~~Resident Engineer~~
C. H. Duval

Approval Recommended: Walter J. Dart ~~Construction Engineer or~~ Bridge Engineer
Supv.

Approval Recommended: ~~Division Engineer~~
Region Bridge

Approved: F. B. Morgan ~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer or~~ ~~Office Engineer.~~
Construction

State Printing

Form A-166-[illegible]

STATE COPY

G-11

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 6-25-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

~~Order No.~~ 3

Project Name Ontario Safety Rest Area Date June 8, 1971, 19

Highway Old Oregon Trail Contract No. 7549 F. A. Project No. I80N-8(22)374

County Malheur Prefix 623-1023 Account No. 276-03

Description of Work To Be Done:
Remove existing permanent traffic recorder. Relocate and install new traffic counting equipment.

Location by Station Numbers:
Remove sta. 1335 + 35
Install sta. 1354 + 65

Estimate of Quantities and Costs:

Labor and equipment rental	$700.00
Materials	1,100.00
	$1,800.00

The net effect of this order is a project cost increase of $1,800.00.

Explanation: This work made necessary by construction of an off ramp to the Rest Area. The recorder will be moved so as to cover all west bound traffic. State forces are better equipped to perform this work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $651,343.47
Present estimate of project cost, including $1,800.00 for work under this order $644,478.19
Expected under-run ~~over-run~~ (amount) $6,865.19
Expected under-run ~~over-run~~ (per cent) 1.1

Space to right of this line is for use of Salem Office

Submitted by: Curtis H. Duval Resident Engineer
Curtis H. Duval

Approval Recommended: Division Engineer

Approval Recommended: ~~Construction Engineer or~~ Bridge Engineer

Approved: ~~Deputy State Highway Engineer, Assistant State Highway Engineer or Office~~ Construction Engineer.

OREGON STATE HIGHWAY PARTMENT

FORM E-220 (REV. 3-68)

FROM:
H. S. Coul
Region 5 Engineer

TO:
Jack Solterbeck
Field Data Engineer

SUBJECT:
Relocation of Snake River Automatic Recorder

DATE: May 19, 1970

Attention: P. F. Burnett

In response to your recent request, the approximate cost involved in relocating and installing new traffic counting equipment is listed below:

Installation:	
Base installation (Build forms and pour cement)	100.
Loop installation, 4 loops @ $150 each (Cost includes pavement saw rental, water truck, signing, flagging, labor, etc.)	600.
Materials:	
200' Underground A.C. service wire	50.
4,000' Special heat resistant loop wire @ $50 - 1,000'	200.
60' 1" Rigid elect. conduit	20.
80' 3/4" Rigid elect. conduit	15.
Misc. plumbing and electrical hardware	50.
Equipment:	
4 Spadet amplifiers @ $110. each	440.
1 Trafscan Summator @ $325.	325.
Total Installation	$ 1,800.

JS:ap

Jack L. Solterbeck
(SIGNATURE)

PLEASE REPLY HERE

(DATE)

(SIGNATURE)

RBONS.

RECEIVED
MAY 11 1971

FOR FILING

I-80N-8(22)576
7549

May 10, 1971

Ray E. Kenney Construction
& Ontario Asphalt Paving Company
1372 Moore Way
Ontario, Oregon 97914

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7549 for work
in Ontario Safety Rest Area
of the Old Oregon Trail in
Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc Hartford Accident & Indemnity Co.
Surety Department
1620 Eastlake Avenue East
Seattle, Washington 98102

bc F. D. Morgan
L. D. Merchant
P. F. Burnett
E. S. Coulter
David Talbot
Roy Olsen

RECEIVED
APR 28 1971

I-80N-8(22) 376
1549

April 28, 1971

Oregon State Highway Commission

Gentlemen:

The Federal Highway Administration has concurred in your March 30 action to award the Ontario Safety Rest Area project on The Old Oregon Trail Highway in Malheur County to the second low bidder. Bids were received on March 25, 1971, and the contract was awarded on April 15, 1971, to Ray E. Kenney, Ontario Asphalt Paving Company, Ontario, Oregon.

The low bidder, Landscaping, Inc., Mountlake Terrace, Washington, made an obvious error in their bid which did not include allowance for labor and profit on bid items 9 through 14 (base rock and paving items).

It is recommended that Landscaping, Inc., be released from their bid without penalty, and confirmation of award of this contract to the second bidder is requested.

This matter will be on the agenda for the May 4 meeting for your consideration.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
V. E. Skoog
F. D. Morgan
Frank L. Hall
H. S. Coulter
CRN:ia fn

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 4-60	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	TATE Oregon
		COUNTY Malheur
PROJECT REPORT NO. 5	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 4-21-71	PROJECT NO. I-80N-8(22)376

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N 0.65 Mi. N. of State Line (Ontario)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION Utility Prep. Work	10-30-70 3-3-71	0.0
OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 592,339	$ 546,490

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ______

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By ______
(Division Engineer)
For R. E. Simpson

Date executed by Division Engineer 21 APR 1971

FORM PR-2 (REV. 1-70) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division

Federal Aid
Project No. I-80N-8(22)376

ONTARIO SAFETY REST AREA

ON THE OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

Salem, Oregon, April 16, 1971

Project Agreement Estimate.

Type Code Y021
Rest Area Expansion (Sta. 1330+00)

Temporary Protection and Direction of Traffic	All Required		$ 2,500.00
Clearing and Grubbing	All Required		7,500.00
Removal of Structures and Obstructions	All Required		750.00
Embankment in Place	10,400 cu.yd.	1.00	10,400.00
Trench Excavation	2,450 cu.yd.	4.00	9,800.00
Finishing Roadbed and Slopes	All Required		1,500.00
Furnishing and Placing Topsoil	5,400 cu.yd.	3.00	16,200.00
Watering	260 M-gal.	4.00	1,040.00
Coarse Aggregate Base	8,300 ton	3.50	29,050.00
3/4" - 0 Aggregate Base	500 ton	5.00	2,500.00
Cement Treated Base Mixture	7,000 ton	8.50	59,500.00
Portland Cement in CTB Mixture	350 ton	35.00	12,250.00
Asphalt in Seal	12 ton	100.00	1,200.00
Class "B" Asphalt Concrete Mixture	4,500 ton	10.00	45,000.00
Asphalt Cement in Mixture	300 ton	50.00	15,000.00
15-inch Culvert Pipe	22 lin.ft.	40.00	880.00
18-inch Culvert Pipe	270 lin.ft.	11.00	2,970.00
30-inch Culvert Pipe	88 lin.ft.	10.00	880.00
4-inch Concrete Sewer Pipe	1,100 lin.ft.	3.00	3,300.00
8-inch Sewer Pipe	100 lin.ft.	5.00	500.00
12-inch Sewer Pipe	1,500 lin.ft.	6.00	9,000.00
15-inch Sewer Pipe	260 lin.ft.	8.00	2,080.00
18-inch Sewer Pipe	1,900 lin.ft.	9.00	17,100.00
Extra for Pipe Under Pavement	88 lin.ft.	35.00	3,080.00
Installing 30-inch Pipe Under Highway	88 lin.ft.	50.00	4,400.00
Concrete Manholes	6 only	650.00	3,900.00
Concrete Inlets	12 only	300.00	3,600.00
6' Chain Link Fence with Pickets	2,400 lin.ft.	4.00	9,600.00
Concrete Walks	2,000 sq.yd.	7.30	14,600.00
Reinforced Concrete Walks	830 sq.yd.	12.00	9,960.00
2" x 8" Redwood Header Boards	350 lin.ft.	2.00	700.00
Rubble Masonry Wall	30 lin.ft.	28.00	840.00
Concrete Curbs	180 cu.yd.	60.00	10,800.00

Seeding & Mulching	9 acre	390.00	$ 3,510.00
Furnishing & Planting Trees	290 only	21.38	6,200.20
Furnishing & Planting Specimen Tree	1 only	340.00	340.00
Furnishing & Planting Shrubs	4,300 only	4.08	17,544.00
Furnishing & Planting Vines	950 only	1.45	1,377.50
Lawn Construction	All Required		4,574.00
Irrigation System, Complete	All Required		27,988.00
Removal of Existing Sign Installations	All Required		1,500.00
Painted Wood Sign Posts	All Required		400.00
Sign Support Footings	All Required		1,820.00
Breakaway Sign Posts	All Required		4,800.00
Structure Mounts	All Required		1,050.00
Type A & B Signs in Place	388.3 sq.ft.	8.00	3,106.40
Type C, D & R Signs in Place	152 sq.ft.	5.00	760.00
Type E Signs in Place	26.3 sq.ft.	6.00	157.80
Thermoplastic Pavement Arrows	2 only	100.00	200.00
Electrical Supply System	All Required		2,253.00
Area Illumination Installation	All Required		16,200.00
			$406,160.90

Flagging (60% of Contractor's Cost)	All Required	$ 5,000.00
Idaho Power Co.	Lump Sum	3,380.00
Temporary Erosion Control	All Required	1,000.00
Malheur Home Telephone Co.	Lump Sum	764.72
		$ 10,144.72

Subtotal	$416,305.62
10% Engr. & Cont.	41,630.38
Total	$457,936.00

Type Code Y022
Comfort & Convenience Facilities (Sta. 1330+00)

6-inch Concrete Sanitary Sewer Pipe	900 lin.ft.	3.00	$ 2,700.00
Picnic Tables	11 only	600.00	6,600.00
Sun Shelter with Table	8 only	1,700.00	13,600.00
Drinking Fountain	8 only	600.00	4,800.00
Litter Receptacles	22 only	150.00	3,300.00
Sand Urns	4 only	50.00	200.00
Bench, 6 Foot	4 only	270.00	1,080.00
Bench, 10 Foot	5 only	370.00	1,850.00
Trailer Sanitary Station	1 only	700.00	700.00
Type 10 Toilet Building	1 only	29,700.00	29,700.00
Extra Concrete	2 cu.yd.	50.00	100.00
Water Supply Installation	All Required		4,700.00
			$ 69,330.00

City of Ontario

Provide Sewer Service	Lump Sum	$ 35,212.00
Provide Water Service	Lump Sum	17,643.00
		$ 52,855.00
	Subtotal	$122,185.00
	10% Engr. & Cont.	12,218.00
	Total	$134,403.00

Length of Project - - - - - 0.00 mile

Retained in Program Status

Permanent Pavement Striping	All Required	$ 500.00
	Subtotal	$ 500.00
	10% Engr. & Cont.	50.00
	Total	$ 550.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Rest Area Expansion Y021	$457,936.00	$422,490.00	$35,446.00
Comfort & Convenience Y022	134,403.00	124,000.00	10,403.00
Subtotal	$592,339.00	$546,490.00	$45,849.00
Retained in Program	550.00	500.00	50.00
Total	$592,889.00	$546,990.00	$45,899.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group-1-94%; G-9-6%

Contract No. 7549

Prefix 623-1023

Work by Idaho Power Co.

Labor	$1,898.00
Expense of Men	56.00
Equipment	864.00
Material	448.00
Overhead	392.00
Salvage Credit	(278.00)
	$3,380.00

State Share Lump Sum $3,380.00

Work by Malheur Home Telephone Co.

Installation	$1,275.89
Removal	63.38
	$1,339.27

State Share 57.1% for Lump Sum of $ 764.72

ONTARIO SAFETY REST AREA

I-80N-8(22)376

Nonparticipating State Work

Tourist Information Building	1 only	34,000.00	$ 34,000.00
	Total		$ 34,000.00

R APR 21 1971
FOR FIL
I-80N-8(22)376
7549

Form FHWA-121 (12
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 16, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-8(22)376
Ontario Safety Rest Area
Claim of Error in Bid

Klaboe
cy Edw
4-19-71

We accept the material furnished with Mr. Young's April 14 letter as evidence of error in the preparation of the bid submitted by Landscape, Inc., for the construction of the subject project and concur in your recommendation to release this bidder and award to Ray E. Kenney and Ontario Asphalt Paving the next lowest bidder.

REFERRED TO
Young
By [illegible]
4-20-71

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 16 1971

I-80N-8(22)376
7549

April 16, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Confirmation of your tentative concurrence as of April 15, 1971, is requested in the award of contract for the Ontario Safety Rest Area, Project No. I-80N-8(22)376.

The contractor receiving the award is Ray E. Kenney and Ontario Asphalt Paving in the amount of $509,490.90 with Contract No. 7549 assigned. This bid was received on March 25, 1971, and awarded April 15, 1971.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

In compliance with Par. 6b of PPM 21-6.3, we certify that all prospective bidders did acknowledge receipt of the addendums to the plans and proposal for this project before the bid opening date.

Federal Highway
Administration endorsement.

Date_______________________
I concur in the award.

R. E. Simpson
Division Engineer

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb

RECEIVED
MAR 3
FOR FILING

Ontario
Safety Rest
Supple Agree

CITY OF
WASH
IDAHO
OREGON
NEV
Ontario ... THE CAPITAL OF EASTERN OREGON

FROM THE OFFICE OF CITY MANAGER
Please Direct All Coresspondence
On This Matter To The Above.

P. O. BOX 159 - ONTARIO, OREGON
97914

I-8(01 1(22) 376
7549

March 22, 1971

MISC. CONTRACTS and
AGREEMENTS No. 4763

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cox:

Enclosed are the executed copies of the agreement between the City of Ontario and the State Highway Department. This agreement states the City will have sewer facilities available to the Ontario Rest Area no later than July 1, 1971 and water facilities available to the Ontario Rest Area no later than September 1, 1971.

Very truly yours,

Albert Gaschler

Albert Gaschler
City Manager

AG:rmg

Encl:

RECEIVED
COUNTY & CITY SECTION
MAR 24 1971
☐ ENGR. ☑ COOR. ☑ CE ☐ AE ☐ UE
☐ UPE ☐ GE ☐ RE ☐ RPE ☐

NOTED
FLOYD QUERY

HN
2-16-71

February 16, 1971

MISC. CONTRACTS and
AGREEMENTS No. 4163

City of Ontario
City Hall
Ontario, Oregon 97914

Attention: C. Lloyd Castner
City Manager

Gentlemen:

Attached are two letter-form agreements for your records to furnish water and sanitary sewer service for the Ontario Safety Rest Area and Information Center.

We have retained a fully executed copy of each agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(2 agree. att.)

RECEIVED
FEB 9 - 1971
FOR FILING

adm
adm & Rule
Travel
Ont Info Cent

February 9, 1971

Oregon State Highway Commission

Gentlemen:

In compliance with a request by the State, the City of Ontario, by action of its City Council, has agreed to furnish water and sanitary sewer service to the Ontario Safety Rest Area and Information Center which has been designed to serve travelers entering the State of Oregon from the east using I-80N.

Under the terms of these agreements, the State's share of the cost for extending the services is $52,855 (water $17,643 - sewer $35,212), plus payment for the services furnished in accordance with the City's established rate schedule. Although the initial outlay approximates the estimated cost of installing our own facilities, it is anticipated that, considered on a long-term basis, substantial savings will be realized as a result of reduced maintenance and equipment depreciation. The City has agreed to have the facilities available for use by June 13, 1971.

Bid opening for this project has been scheduled for this construction season at an estimated cost of $675,900.

This matter will be presented for your consideration at the February 16 meeting. I recommend your approval and request authority for the Secretary to sign the agreements for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
V. D. Wolfe
I. D. Merchant
V. E. Skoog
L. H. Young
Frank Hall
F. D. Morgan
J. F. Hagemann
H. S. Coulter
H. S. Cox

MCH:ljt

FORM PR-1240
(Rev. 6-68)

MAR 11 1971

FOR [illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-5-71

FEDERAL AID PROJECT NO. 1-80N-8(22)376

STATE PROJECT NO. ONTARIO SAFETY REST AREA

PROGRAM NO.

COUNTY NAME MALHEUR

ITEM NO. 1-629

PROGRAM STAGE (Check) ☐ 1 ☒ 2

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

I-80N-8(22)376

TO:
7549

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Johnson
cy Eldw
3-10-71

Young
3-10

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE JANUARY 15, 1971

FEDERAL ROUTE NUMBER INTERSTATE ROUTE 80N

STATE ROUTE NUMBER STATE ROUTE 6

NOTED
F. B. KLABOE

LIMITS OF AUTHORITY

OUR PROGRAM MEMORANDUM DATED OCTOBER 30, 1970 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR MALHEUR HOME TELEPHONE COMPANY'S PHONE LINES EFFECTIVE JANUARY 15, 1971. REIMBURSEMENT ON AND AGREED LUMP SUM BASIS OF $764.72 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) UTILITY ADJUSTMENT.
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED FEBRUARY 14, 1969 AND PPM 30-4.1 DATED OCTOBER 1969.

WE APPROVE THE AGREEMENT WITH THE MALHEUR HOME TELEPHONE COMPANY CONSISTING OF YOUR JULY 21, 1970 UTILITIES AND RAILROAD ATTORNEY'S LETTER, THE JANUARY 8, 1971 MALHEUR HOME TELEPHONE COMPANY'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S JANUARY 22, 1971 LETTER.

RECEIPT OF MR. H. M. FILLMORE'S JANUARY 18, 1971 AFFIDAVIT OF THE MALHEUR HOME TELEPHONE COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

RECEIVED
MAR 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DATE 3-5-71

SIGNATURE OF APPROVING OFFICIAL G. L. Green

TITLE DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
MAR 10 1971
FOR

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-80N-8(22)376

75496

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: March 4, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe
cy Edw
3-9-71

SUBJECT: Oregon Project I-80N-8(22)376
Ontario Rest Area
Old Oregon Trail Highway

We concur that it is in the public interest to accept the City of Ontario's proposal to construct a sewer line to the future Ontario Rest Area. In his January 7, 1970, letter, Mr. Klaboe stated the State's share of the cost would be $35,212. Federal participation will be based on this amount.

NOT-J
F.B. KLABOE

3-9-71

REFERRED TO
Young
By Asst. State Hwy. Engr

RECEIVED
MAR 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

3-3-71

RECEIVED
MAR 23 1971
FOR FILING

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-80N-8(22)376

STATE PROJECT NO. Ontario Safety Rest Area

FROM:
R. E. Simpson, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO. I-629

COUNTY NAME Malheur

PROGRAM STAGE *(Check)* ☐ 1 ☒ 2

TO:

I-80N-8(22)376
7549

Mr. R. L. Porter
State Highway Engineer
Salem, Oregon

Young
3-22-71

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
March 3, 1971	March 3, 1971	Interstate Route 80N State Route 6

LIMITS OF AUTHORITY

After concurrance in award you are authorized to proceed with contractor's flagging in the amount of $5,000.00 and temporary erosion control in the amount of $1,000.00 as shown in your estimate.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER *(Specify)* Contractor's Flagging $5,000.00
  Temporary Erosion Control $1,000.00
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Young's February 26, 1971 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed copy of the Title Sheet is returned herewith.

NOTED
TOM EDWARDS

NOTED
F. D. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
March 3, 1971		Division Engineer

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
MAR 1971
FOR FILING

I-80N-8(22)376
7549

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 24, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : FO R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: I-80N-8(22)376
Ontario Safety Rest Area
Old Oregon Trail Highway

[illegible]
A. E. Johnson

The proposed permit submitted with Mr. Hagemann's February 22 letter is approved.

It is noted that the permit will allow the sewer to cross the freeway at Station 1324+15. It is assumed the State's share of constructing this sewer was based on a crossing at 1330+15 and did not include the cost of constructing a sewer from Station 1324+15 to Station 1330+15.

Orig to Hamilton
3-1-71

RECEIVED
FEB 25 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

JAN 25 1971
FOR FILING
I-80N-8(22)376
TC 409

Form FHWA-121 (12-

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 19, 1970

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-8(22)376
Ontario Safety Rest Area
Justification of Water Main Size

Klaboe

Based on the information furnished with Mr. Merchant's November 20, 1970, letter it is agreed that a 6-inch water main is justified as the water supply for the subject safety rest area.

1-25-71

REFERRED TO
Merchant - [illegible]
BY ASST. STATE HWY. ENGR
Johnson

NOTED
TOM EDWARDS

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 8 - 1971
FOR FILING

I-80N-8(32)376
7549

January 7, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Sanitary Sewer Service, Ontario Rest Area
Old Oregon Trail (I-80N)

The City of Ontario has offered to make an extension of a proposed sanitary sewer project that would primarily serve this rest area but would be sized to accommodate future growth of the area. This extension is shown as the "B" Unit on the attached map.

The total cost of this unit is estimated by the City to be $78,743.26, of which $35,212 was determined to be the proportionate share of the cost to be paid by the State. A detailed estimate of the cost was furnished by the City and our Cost Analyst has found it reliable.

In view of the benefits to be derived from sewer service over the alternate of septic disposal, we believe it in the public interest to accept the City's proposal. Attached is the letter from the City Manager stating the offer of sewer extension and a letter from the Malheur County Sanitarian stating health hazards inherent in the area.

We ask your concurrence in our opinion that it is in the public interest to accept the City's proposal and request approval of the cost to be financed with Interstate funds.

Very truly yours,

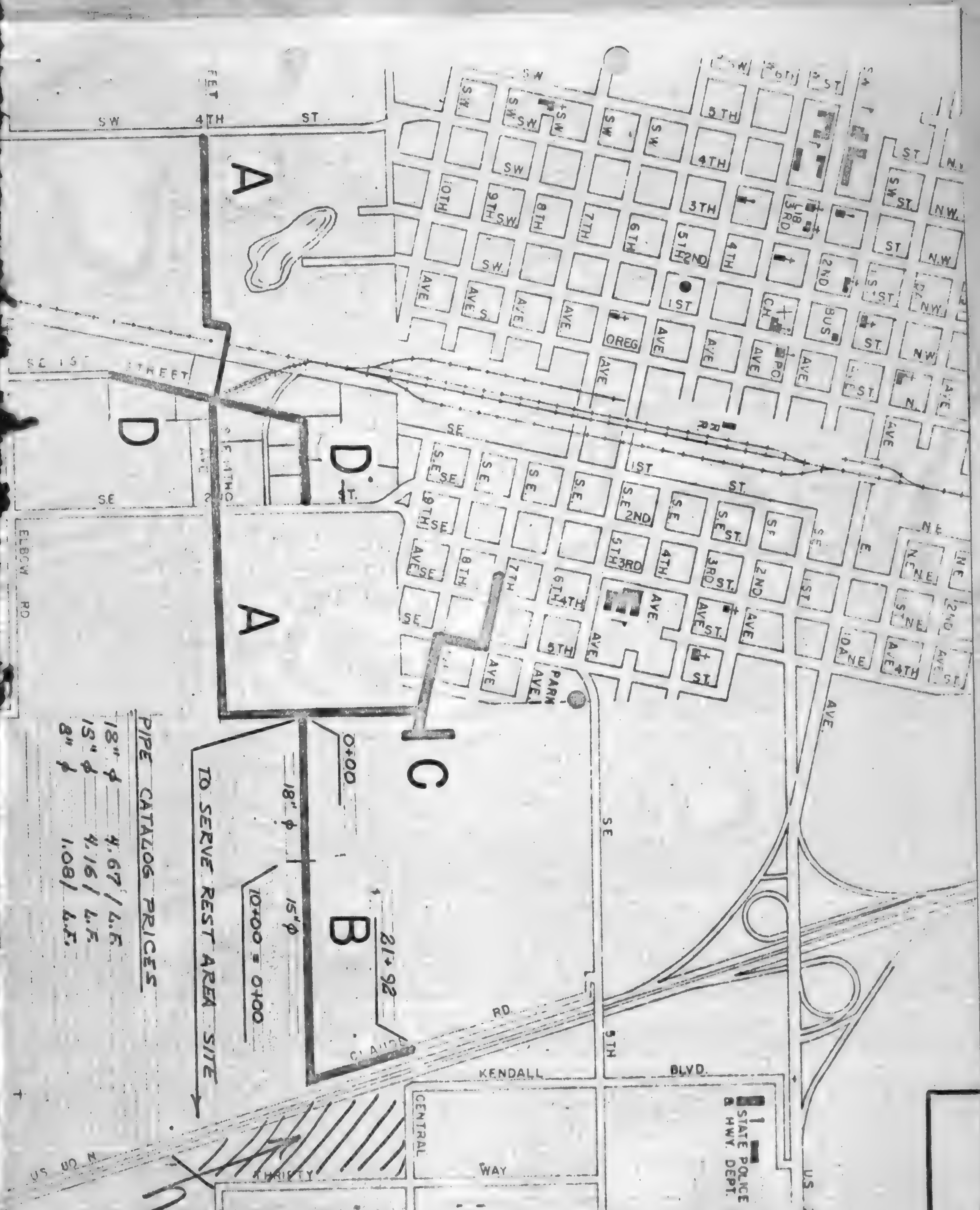
R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall
H. S. Cox
H. S. Coulter

FLH:jg srb
Atts.


A
A
B
C
D
D'
0+00
18" ϕ
15" ϕ
10+00 = 0+00
21+92
TO SERVE REST AREA SITE
SW 4TH ST
SE 1ST STREET
SE 2ND ST
ELBOW RD
SE 5TH AVE
KENDALL BLVD
CENTRAL WAY
CHRISTY
EAST RD
CLAUDE RD
US 20 N
US 30
STATE POLICE & HWY. DEPT.
PARK AVE
C.H.
P.O.
BUS
RR
OREG AVE
Rest Area.

PIPE CATALOG PRICES
18" ϕ — 4.67/L.F.
15" ϕ — 4.16/L.F.
8" ϕ — 1.08/L.F.

CITY OF Ontario .... THE CAPITAL OF EASTERN OREGON

FROM THE OFFICE OF CITY MANAGER
Please Direct All Correspondence
On This Matter To The Above.

P. O. BOX 159 - ONTARIO, OREGON
97914

December 17, 1970

Mr. Manor Holmes
City-County Division
Oregon State Highway Department
Salem, Oregon

Dear Manor:

Representatives of the Oregon State Highway Department recently requested sanitary sewer service to the Information Center on Interstate 80 east of Ontario. This project could be included in Sewer District #28 which is presently being designed and would be constructed in the spring of 1971.

Should property owned by the Oregon State Highway Department be involved with this improvement district, its proportionate share of the cost would be approximately $35,212.00.

Very truly yours,

C Lloyd Castner
C. Lloyd Castner
City Manager

CLC:rmg

Copy to: Frank Hall

I Hall
A. Olson
Wills
Hockinsman
Carstensen
Lloyd
Turpin
[illegible]

RECEIVED
DEC 24 1970
DESIGN SECTION

Scott
Swenson
2 R. Olson
Trout ✓
Do Not File ☐
Keep ☐
Return To
Other

RECEIVED
COUNTY & CITY SECTION
DEC 18 1970
☐ [illegible] ☑ CORR. ☑ DE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

The County of Malheur

OFFICE OF
COUNTY HEALTH DEPARTMENT

VALE, OREGON 97918

December 10, 1970

Mr. Lloyd Castner
City Manager
Ontario, Oregon

Dear Mr. Castner:

I have recently become aware of the possibility of the present municipal sewage system of the City of Ontario being extended to include the rest area planned by the Oregon State Highway Department in the Kendall Acres area.

It is my opinion that municipal sewage service being extended to the rest area is a "must". Many benefits could be realized by the entire Kendall Acres community if sewerage service was available. The soil types found in the area are not condusive to efficient operation or long life when using septic tanks and disposal fields. There have been a considerable number of failures in these systems in the past in the Kendall Acres area. The highway department should consider the possibility of attaching to the municipal sewerage system seriously because the area may require an over-sized subsurface disposal system with its accompanying problems to properly dispose of tourist waste at the rest area.

Citizens living in the area have driven or drilled many shallow wells (approximately 30-50 feet deep) which serve as water supplies for their residences. There is a possibility that the gravel-sand layer which is approximately 40 feet below ground surface could become contaminated by effluent from the rest area thus requiring discontinued use of the wells affected.

If this office can be of further help in providing information on this area please contact me.

Sincerely yours,

Ray Huff

Ray Huff, R.S.
Malheur County Sanitarian

RH:ak
cc: Dr. Sarazin
County Court
Highway Dept.

RECEIVED
DEC 15 1970
UTILITY UNIT
FOR FILE.

I-80N-8(22) 376
7549

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

December 10, 1970

Idaho Power Company
Box 70
Boise, Idaho 83707

ATTENTION: Mr. Clinton L. Sept
Distribution Studies Engineer

Re: Power Line Adjustment
Ontario Safety Rest Area
Old Oregon Trail Highway
Malheur County
Project No. I-80N-8(22) 376

NOTED
A. E. JOHNSON

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of October 12, 1970, have been approved by the State and the Federal Highway Administration. You are hereby authorized to proceed with the work as of December 10, 1970.

Please contact Mr. P. F. Burnett, Resident Engineer, 3280 E. Idaho Avenue, Ontario, Oregon 97914, telephone 889-6122, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to December 10, 1970 in the amount of $3,380.00 will be made in accordance with Paragraph 7g(3) of PM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNATURE
T. W. LITCHFIELD

T. W. Litchfield
Railroad & Utility Engineer

RECEIVED
DEC 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:dl
cc: A. E. Johnson
R. E. Simpson
V. L. Gallagher
V. E. Skoog
H. S. Coulter (w/attach) (2)
P. F. Burnett "
C. K. Ansell "
H. M. Fillmore "

*Note to H. S. Coulter: Please have a State Force Order prepared and submitted for this work. Prefix No. 623-1023. Return one copy of Est. and sketch with SFO.

X

RECEIVED
DEC 15 1970

FORM [illegible]240
(Rev. [illegible])

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 1-80N-8(22)376		
STATE PROJECT NO. ONTARIO SAFETY REST AREA		
FROM: R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON 12-8-70	**PROGRAM NO.**	**COUNTY NAME** MALHEUR
	ITEM NO. 1-629	**PROGRAM STAGE** *(Check)* ☐ 1 ☒ 2

TO: I-80N-8(22)376
7549

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

RECEIVED
DEC 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Young
12-14-70

NOTED
F. B. KLABOE

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	DECEMBER 8, 1970	INTERSTATE 80N
		STATE ROUTE NUMBER STATE ROUTE 6

LIMITS OF AUTHORITY

OUR PROGRAM MEMORANDUM DATED 10-30-70 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR IDAHO POWER COMPANY'S FACILITIES EFFECTIVE TODAY. REIMBURSEMENT ON AN AGREED LUMP SUM BASIS OF $3,380.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* UTILITY ADJUSTMENT

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 2-14-69 AND PPM 30-4.1 DATED 10-1-69.

WE APPROVE THE AGREEMENT WITH THE IDAHO POWER CO. CONSISTING OF YOUR 4-28-70 UTILITIES & LIAISON ENGINEER'S LETTER, THE 10-12-70 IDAHO POWER CO'S. LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S 10-22-70 AND 11-17-70 LETTERS.

RECEIPT OF MR. H. M. FILLMORE'S 9-29-70 AFFIDAVIT OF THE IDAHO POWER COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGE. THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED AT A LATER DATE FOR APPROVAL.

WHILE THE REMOVAL OF 9 OF THE POWER POLES CLEARLY FALLS INTO THE CATAGORY DESCRIBED IN PAR 4e OF PPM 30-4 AND BECAUSE OF THE NOMINAL AMOUNT INVOLVED, IT IS CONSIDERED MORE ECONOMICAL TO HANDLE IT AS A UTILITY RELOCATION. THEREFORE THIS AUTHORIZATION IS CONTINGENT ON THE IDAHO POWER COMPANY'S RELINQUISMENT OF ALL RIGHTS TO THE EASEMENTS BEING VACATED WITHIN THE RIGHT OF WAY.

NOTED
JOHN EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-8-70		for R. E. SIMPSON, DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

NOV 19 1970

[illegible]

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511
xxxxxxxxx

November 17, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage NE
Salem, Oregon 97301

Re: Power Line Relocation
Idaho Power Company
Ontario Safety Rest Area
Old Oregon Trail Highway
Malheur County
Project No. I-80N-8(22)376

NOTED
A. E. JOHNSON

Dear Sir:

Reference is made to your memorandum of November 3, 1970, which requested additional information concerning the proposed adjustment of Idaho Power Company facilities on the subject project.

It was our assumption that the certification as to Idaho Power Company's property rights, prepared by Mr. H. M. Fillmore, submitted to you by our letter of October 22, 1970, was sufficient assurance of existing power line easements. If not, our Right of Way File No. 42473 contains documents showing that the power line easements were not cleared as part of our right of way negotiations. The property rights held by Idaho Power Company will be perpetuated or removed, as necessary, by the issuance of an "X"-Permit.

We are in agreement that as a result of our acquisition of right of way for the rest area, the portion of Idaho Power Company's distribution system supported by nine of the eleven conflicting poles is no longer necessary and that its worth is the salvage value.

Idaho Power Company was contacted as to removal costs and they reported that it would cost about $50 per pole, or $450. The net cost to the State would be $172 ($450-$278 salvage).

If the State were to include the pole removal as part of the lump sum item for clearing and grubbing on the project, it would not be possible to determine whether or not the State was being credited for the salvage value of the power facilities. Idaho Power Company would be entitled to the salvage value of $278 plus the cost to de-energize the system. This could result in a net saving on Idaho Power Company's $450 relocation of about $125 to $150. Since the removal of power facilities and its attendant problems would undoubtedly be viewed as a nuisance by a contractor and weighted accordingly, it is doubtful that there would be any net saving to the State.

Idaho Power Company is willing to relinquish their property rights in the rest area under the terms of the proposed relocation agreement. It is, therefore, our opinion that the most economical and practical method of relocation and removal is by Idaho Power Company forces.

Your approval of the lump sum agreement, as presented by our October 22, 1970 letter and above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-41 is again requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad & Utility Engineer

JMC:dl
cc: A. E. Johnson
V. L. Gallagher (2)

RECEIVED
NOV 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOV 18

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-80N-8(22)376

DATE: November 3, 1970

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7549

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-8(22)376
Ontario Safety Rest Area
Relocation of Idaho Power Co. Facilities

Reference is made to Mr. Litchfield's October 22 letter and transmittal on the above subject requesting authorization for Federal participation in this work.

It is noted from the plan for this adjustment that at least 9 of the 11 poles scheduled to be removed involve an obsolete distribution system for the dwellings that were or are to be removed in clearing the highway right of way. Their sole worth, therefore, is their salvage value.

Before authorization can be granted for Federal participation in this work some assurance is needed that the easements which these facilities occupy were not acquired along with the right of way. And if not, how does the State intend to quiet them? No mention of this is made in the transmittal. Also it is necessary that some evidence be furnished that the cost of the removal of these facilities does not exceed their salvage value. It is not possible to ascertain from the Power Company's estimate what portion of the work involves removal of the existing facilities. If the $278 listed as "material credits" is the salvage value of the existing facilities it very well might be more economical to pay the utility and remove the facilities as part of the construction project.

We are deferring further action on this pending resolution of these points.

RECEIVED
NOV 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

11-9-70

Gibbs — to
copies Young
Litchfield

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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NOV 10 1970
FOR FILING

10-30-70

I-80N-8(22)376
7549

TRANSACTION NUMBERS 11-13

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 10-30-70

BY (Signature): MR. YOUNG'S OCTOBER 21, 1970 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 629 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
					LOCATION — WORK
629	I-80N-8(22)376	0.0	450,000	415,000	ONTARIC SAFETY REST AREA — COMPLETE ROADSIDE REST AREA INCLUDIN SIGNING AND ILLUMINATION.

Young 11-9-70

NOTED
F. B. KLABOE

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH THE NECESSARY PREPARATORY WORK FOR THE ADJUSTMENT OF UTILITIES.

NOTED
TOM EDWARDS

RECEIVED
NOV 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		10-30-70	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-95

RECEIVED
OCT 2[illegible] 1970

Mr. Porter ✓

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 26, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97301

43731-Gallegos
Ontario Safety Rest Area
Old Oregon Trail Highway
Malheur County

Dear Mr. Simpson:

This will reply to your September 28, 1970, letter concerning a reinspection of a replacement house on File 43731, Ontario Safety Rest Area.

In your letter you requested that an inspection of the replacement house which Mr. Gallegos was acquiring should be made. An inspection has now been made and last week I was in La Grande and discussed the matter with our District Supervisor, H. W. Snell.

The sewage disposal system has been inspected by the Malheur County Sanitarian and is now in proper working order. The plumbing system and interior fixtures have been placed in proper working order by the owner of the property. The bathroom floor is being repaired by Mr. Gallegos. Linoleum is to be placed on the floor. Painting is to be done by Mr. Gallegos both inside and outside. The chimney is being repaired by the owner. The underpinnings of the house have been inspected and found to be adequate. The roof is being repaired by the owner.

The house, in our opinion, is now adequate for Mr. Gallegos' use and passes inspection.

Very truly yours,

D. H. Moehring
Right of Way Engineer

NOTED
R. L. PORTER

RECEIVED
OCT 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DHM:LF
cc R. L. Porter ✓
Tom Edwards
F. B. Klaboe
V. E. Skoog
L. H. Young
M. R. Mitchell

10 - 21 - 70

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROG
(PPM 21-1

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. October 21, 1970

CARD 2

REPORT NUMBER (19) I (20)

PROJECT LOCATION (45 typewriter spaces) 21 I-80N 0.65 Mi. N. of State Line (Ontario) 65

ADT PRESENT 5,200 FUTURE 9,900 (68) (70) YEAR 90 (71) (72)

DA CLASSIF. (70) DA AREA (71)

EMERG. YR. (72) (73)

PL. AUTHYR (74) (75

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Roadside Rest Area 62

NATL. FOREST (63) (65)

FH ROUTE NO. (66) (68)

SUPV AGCY (69)

COUNTY NAME Mal

CARD 4

CLASS OF FEDERAL FUNDS Interstate

ROUTE NO.

FEDERAL-AID I

NAME OF URBAN AREA Ontario

17-31

ESTIMATED PROJECT COS

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(15	41	42	43 46	53	I-80N 0.65 Mi. N. of State Line (Ontario)	(54) (58)	(59) (66)	(67) (76
5					**PE**					
5					**ROW**		(Ontario Safety Rest Area Northbound)			
5					**CONST** (CODE)			0.00	450,000	415,000
							PROJECT TOTALS	0.00	450,000	415,000
									(16) (23)	(24)

CARD	CODE
1	1
1	14

PREPARED BY

PROGRAM APPROVAL DATES

For P

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

65	**ADT**	PRESENT 5,200	FUTURE 9,900 (66) (70)	YEAR 90 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 035 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 629 (14) (16)

AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- 14 23	NUMBER 80-8 7	SEQ. NO. (22) 13	I Projects Only POST MI. 376 (24) (26)	DESIG. N 27

COUNTY NAME Malheur			CODE 045 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO.	FEDERAL-AID I-80N (32)	STATE 6 (36)	U.S. I-80N (37) (41)	

ESTIMATED PROJECT COST BY PHASES

ES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(58)	(59) (66)	(67) (76)			
					Rest area incl. parking area, landscaping, sanitary & convenience facilities, toilet building, illumination and signing.
0	450,000	415,000	35,000		R.O.W. - 250' normal; access control - full; Parking restrictions - Complete, Utilities - Adj. reg. incl. prep. work.
0	450,000	415,000	35,000		
	(16) (23)	(24) (33)			

REMARKS

Additional Data: Items 511 and 536,
Project No. I-80N-8 (16) 372 and I-80N-8 (18) 376.

For PR 37 B: RW - 1; R.O.W. -F; Sanitary Facility - Y.

USCOMM DUSCOMM-DC 48908-P61

ONTARIO SAFETY REST AREA

Additional Project Data:

The proposed project will consist of clearing, grading, paving, topsoil walks, benches, type 10 toilet building, sewage facilities, picnic tables with shelters, illumination, water hydrants and drinking fountains, litter receptacles, lawns, trees, shrubs, vines, fertilizer, irrigation facilities, signing, striping and adjustment of utilities.

This project will have a vehicle parking capacity for 25 truck-trailers and 38 passenger cars.

Type Code YO 21	$340,000
Type Code YO 22	$110,000

Public Hearing: Not required as per FHWA Memorandum of April 15, 1969.

Design Approval: Per FHWA Memorandum of April 15, 1969.

State Clearinghouse Approval: Letter of July 28, 1970.

District Clearinghouse #14 (Southern Oregon Council of Governments) Approval:

Letter of July 27, 1970.

RECEIVED
NOV 2 - 1970

FOR FILE
I-80N-8[illegible]

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7549

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: October 20, 1970

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-8( )
Old Oregon Trail Highway
Ontario Safety Rest Area and Informational Center

The base design for the subject project that was submitted to this office with Mr. E. L. Johnson's August 24 letter is approved with one clarification.

The submission shows two thicknesses of aggregate base in the "cars only parking area." The 5-inch thickness is approved.

10-30
Dirg & Constr
cy to File
Klaus ✓

NOTED
A. E. JOHNSON

11-2-70

REFERRED TO
Hall
By Asst. State Hwy. Engr.

NOTED
TOM EDWARDS

RECEIVED
OCT 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS

RECEIVED
OCT 21 1970
FOR FILING

I-80N-8(22)376
7549

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

October 19, 1970

SUBJECT: Programming Request
Utility Adjustment Costs
Ontario Safety Rest Area
Old Oregon Trail Highway
Malheur County

To:
Mr. L. H. Young
Program and Planning Engineer
BUILDING

Please initiate the necessary program action for the following utility adjustments on subject construction section. These adjustments are based on preliminary estimates:

Utility Adjustment Costs:

Idaho Power Company	$3,500
Malheur Home Telephone Company	2,500
Total	$6,000

[illegible] JOHNSON

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:fw

cc: A. E. Johnson
R. N. Chase
V. L. Gallagher

RECEIVED
OCT 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 1 1970
FOR FILING

Form FHWA 21 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-80N-8(18)376

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7549

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

DATE: September 28, 1970

In reply refer to: 08-35.7

SUBJECT: Oregon Project I-80N-8(18)376
Ontario Rest Area

A reinspection is required on the replacement housing covering File 43731 in order that the seller may place it in a decent, safe, and sanitary condition. Inspection should include but not be limited to the following:

1. Place sewage disposal system in proper working order.
2. Inspect plumbing system and all fixtures to determine they are in proper working condition.
3. Bathroom interior and floor should be repaired.
4. Interior painting needed.
5. Inspect chimney and repair as needed.
6. Secure entrance to crawl space of this non-basement house to determine that the foundation and supporting timbers are structurally sound, in good repair, and adequately maintained.
7. Roofing is in poor condition.

Approved..........................
Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

It is our understanding that the inspection of the replacement house for File 43510 has not been made as of this date. The inspection, when made, should include a determination that the septic tank system was approved by the local authorities. Provision should be made for sanitary disposal of kitchen waste water. The crawl space of the house should be viewed to determine that foundation and supporting timbers are structurally sound, in good repair, and adequately maintained.

Your comments are requested.

RECEIVED
SEP 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Orig to Moehring
Copy file

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 6 Pages

Section ONTARIC INFORMATION CENTER and SAFETY REST AREA Highway Old Oregon Trail (FAR 82) County Malheur Prefix ____

Approx. Length 0.53 Miles. M.L. Sta. 1315± to M.L. Sta. 1343± Date 8-4-70

Res. Engr. ____

Mean Truck A.D.T. 125 Traffic Coefficient 9.0 18 kip s.a. per day 128.2.

Frost Penetration 24"±.

Annual Precipitation 10"±

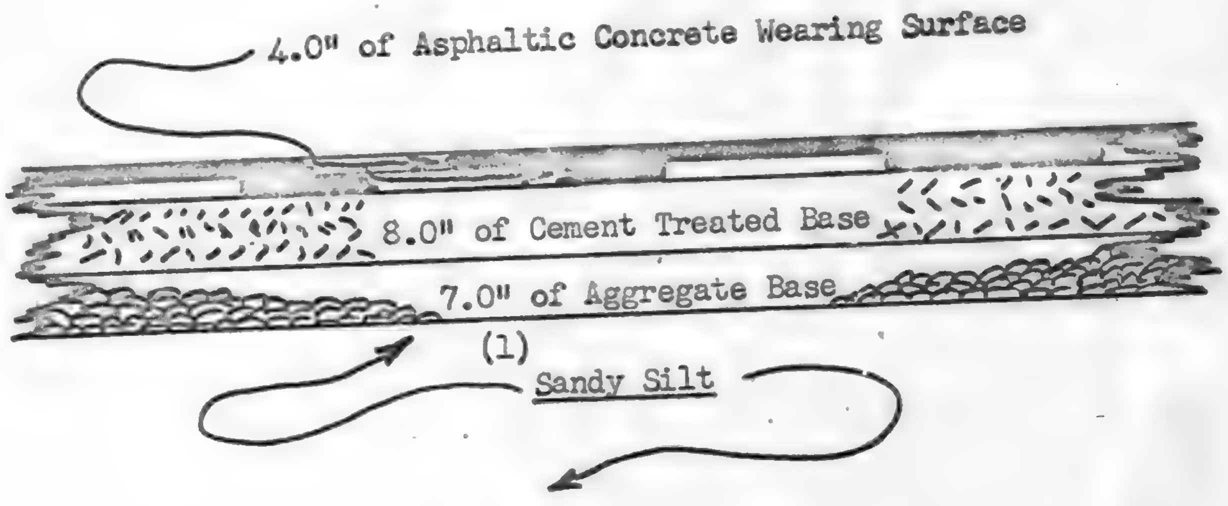
SEP 4 1970

CBE Total Req.	Credit	Actual Thick.	
	8.0	4.0	A.C.W.S
	14.5	8.0	C.T.B.
	7.0	7.0	A.B.
29.5	29.5	19.0	

ACCELERATION, DECELERATION
LANES and TRUCK PARKING

(1)
Typical Soil
19 LL
0 PI
100 %P 10
71 %P200
0 %Gravel
1 %C Sand
28 %F Sand
58 %Silt
13 %Clay
7 "R" Value

8-4-70


4.0" of Asphaltic Concrete Wearing Surface
8.0" of Cement Treated Base
7.0" of Aggregate Base
(1)
Sandy Silt

AASHO CLASSIFICATION:

A-4 (7)

MATERIAL SOURCES:

Commercial

See remarks on Page 6.

NOTED
A. E. JOHNSON

Criteria I-81N-8(22)376
7547

cc:

B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

Submitted by ____
for Staff Assistant

Recommended by ____
Engineer of Materials

Recommended by Edgar L. Johnson
for Construction Engineer

Approved by ____
Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 2 of ____ Pages

Section ONTARIO INFORMATION CENTER and SAFETY REST AREA Highway Old Oregon Trail (FAR 82) County Malheur Prefix ____

Res. Engr. ____ Approx. Length 0.53 Miles. M.L. Sta. 1315± to M.L. Sta. 1343± Date 8-4-70

Mean Truck A.D.T. 125 Traffic Coefficient 9.0 18 kip s.a. per day 128.2.

Annual Precipitation 10"± Frost Penetration 24"±.

(1)
Typical Soil
19 LL
0 PI
100 %P 10
71 %P200
0 %Gravel
1 %C Sand
28 %F Sand
58 %Silt
13 %Clay
7 "R" Value

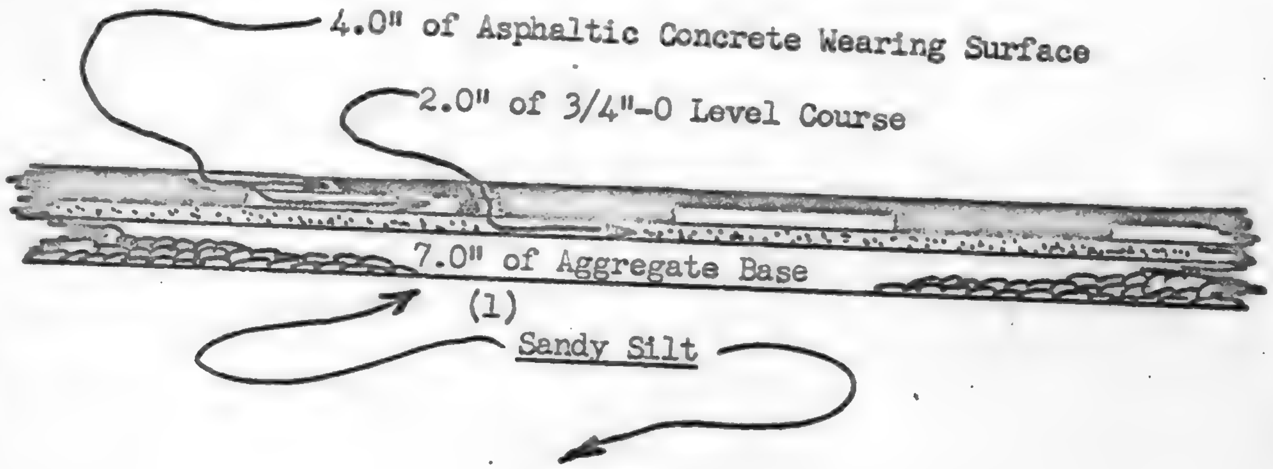
AASHO CLASSIFICATION:

A-4 (7)

MATERIAL SOURCES:

Commercial

CARS ONLY PARKING AREA


4.0" of Asphaltic Concrete Wearing Surface
2.0" of 3/4"-0 Level Course
7.0" of Aggregate Base
(1)
Sandy Silt

CBE Total Req.	Credit	Actual Thick.	
	8.0	4.0	A.C.W.S
	2.0	2.0	Level
	5.0	5.0	A.B.
15.0	15.0	11.0	

SECTION: Ontario Information Center and Safety Rest Area

HIGHWAY: Old Oregon Trail

COUNTY: Malheur

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	3/4"-0 Aggregate Base	Aggregate Base	"CBE" Total Requirement	Actual Thickness

N O N E

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0 "	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8 "	Crushed Base
1.0"	Cement Treated Base	=	1.8 "	Crushed Base
1.0"	Oil Mat	=	1.1 "	Crushed Base
1.0"	Stone Subbase	=	0.8 "	Crushed Base
1.0"	Lime Treated Subgrade	=	- - "	Crushed Base

Above factors apply to materials that comply with Standard Specifications, [illegible] and Special Provisions.

TRAFFIC ANALYSIS

SECTION: ONTARIO INFORMATION CENTER and SAFETY REST AREA

HIGHWAY: Old Oregon Trail

COUNTY: Malheur

520 Present ADT (19 71)

16 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	15	1.9	29	22	450	19,800
3	6	1.9	11	9	1000	18,000
4	10	1.9	19	15	1250	37,500
5	52	1.9	99	76	3180	483,360
6	2	1.9	4	3	2570	15,420
				125 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 574,080

TWENTY YEAR EWL 11,481,600

TRAFFIC COEFFICIENT 9.0

SECTION: Ontario Information Center and Safety Rest Area

HIGHWAY: Old Oregon Trail

COUNTY: Malheur

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good ______ Fair ______ Poor ______
   Remarks: No C.T.B. pavement has been constructed in this area to date
5. Cost Comparisons: No cost comparison made between C.R.P.C.C. and A.C.W.S. as traffic does not warrant the use of C.R.P.C.C.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

SEE PAGE 6

Unit prices per ton were obtained from C.E. Layton, Cost Unit, for this area, and are listed below:

Class B Asphaltic Concrete	$17.95
Plant Mix Bituminous Base	$17.40
Cement Treated Base	$ 5.75
3/4"-0 Aggregate Level	$ 3.80
Coarse Aggregate Base	$ 3.45

Three sections of comparable strength were considered in the following per square yard cost comparison:

4.0" A.C. 2.0" Aggregate Level 19.5" Aggregate Base	4.0" A.C. 8.0" C.T.B. 7.0" A.B.	4.0" A.C. 8.0" P.M.B.B. 7.0" A.B.
$8.05	$8.06	$13.31

Remarks:
The C.T.B. section is recommended over an aggregate base section due to the type truck traffic anticipated, accelerating, decelerating, and parking. Also, the additional costs for excavation, borrow, pipe lengths, etc., for a thicker section was not considered in the above cost comparison.

Material Sources:
The State controls two gravel bars in the area, but due to the small quantities involved costs have been base on Commercial Sources.

P

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

RECEIVED
AUG 1970

Memorandum

FOR FILING
I-80N-8(22)376

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7540

DATE: August 4, 1970

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Johnson

SUBJECT: Oregon I-80N-8(-)
Ontario Safety Rest Area
Old Oregon Trail Highway

The plot plan for the rest area and the proposed information center buildings submitted to this office on July 1 and July 6 respectively are approved. As you know Federal-aid highway funds cannot participate in the building to be used for tourist information.

RECEIVED
AUG 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

copy to Merchant
8/10/70

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

AUG 3 1970

I-80N-8(22)376

7549

Edwards

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

July 28, 1970

Mr. R. L. Porter
State Highway Engineer
Department of Transportation
129 Highway Building
Salem, Oregon 97310

Klaboe

ONTARIO SAFETY REST AREA

Your Notice of Intent has been referred to the appropriate state agencies for review. All have expressed approval of the proposal.

Following is a quotation from the Department of Environmental Quality: "We note that in addition to sanitary facilities for the rest area, that trailer holding tank dumping facilities are included. Adequate sewage waste handling must be incorporated in this plan. These facilities must be either connected to an appropriate municipal system, or plans must be submitted to and approved by the appropriate agency."

With this qualification we are pleased to add our approval.

A copy of this letter should accompany your application to the Federal agency. Comments of the appropriate local reviewing agency should also be included.

NOTED
F. B. KLABOE

Ed

E. G. Westerdahl, II

orig to Young
7-30-70

NOTED
TOM EDWARDS

RECEIVED
JUL 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 24 1970
FOR FILING

I-80N-8(22)376
7549

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 21, 1970

Malheur Home Telephone Company
225 S. W. 2nd Street
Ontario, Oregon 97914

ATTENTION: Mr. M. E. Doan

Re: Telephone Facility Conflicts
Tourist Information Center (Ontario)
Old Oregon Trail Highway
Malheur County

Gentlemen:

Reference is made to our letter of April 27, 1970 which set forth conflicts of your facilities with the above subject project. Certain additional facilities owned by your company have been found to conflict with the construction requirements and must be adjusted.

Attached hereto is a revised list of conflicts totaling 9 in number. Three of these conflicts are located on public road right of way and 6 on private property; therefore, the State will reimburse you 6/9 or 66.67% of the total cost of adjusting these facilities.

All other provisions in our letter of April 27, 1970 will remain in full force and effect.

F. B. KLABOE

Very truly yours,

NOTED
A. E. JOHNSON

F. D. Morgan
Construction Engineer

By: Julius Cartwright

for T. W. Litchfield
Railroad & Utility Engineer

JMC:ss
Enclosure

cc: F. B. Klaboe
D. J. Barbee (3)
V. E. Skoog
R. P. Hamilton
H. S. Coulter
H. M. Fillmore

RECEIVED
JUL 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

TABULATION SHEET

OREGON STATE HIGHWAY
DEPARTMENT

SHEET .... OF .... SHEETS

ALHEUR HOME TELEPHONE COMPANY

Ontario Safety Rest Area
Ontario-Idaho State Line
Old Oregon Trail Highway
Malheur County

REVISED LIST OF CONFLICTS

Item	Station	Dist. from C/L Indicate	Direction	R/W	Private	REMARKS
lephone Pole	1324+35	70' Left		X		
" "	1324+75	195' Left			X	
" "	1325+35	390' Left			X	May be power pole-telephone attach.
wer Pole	1327+62	170' Left			X	Telephone attaches
lephone Pole	1327+95	70' Left		X		
lephone Pole	1330+85	70' Left		X		
wer Pole	1332+47	78' Left			X	Telephone attaches
er Pole	1334+45	78' Left			X	Telephone attaches
" "	1334+67	155' Left			X	Telephone attaches
TAIS						
				3	6	

RECEIVED
JUL 20 1970
FOR FILING

I-81N-8(22)376
7547

July 17, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Ontario Safety Rest Area

Dear Mr. Simpson:

This will reply to your July 10, 1970, request for a file-by-file status report on relocating the individual families from the Ontario Safety Rest Area project. The status of the remaining occupied properties is as follows:

File 49475 - Hailey [Davis - renters] - This is an eleven member Negro family. A place was found for them in Vale, but Mr. Davis refused to leave the Ontario area. Mr. Davis wants to be within walking distance of the employment and welfare office. Ontario city officials have advised that they would find a way to finance a house for the Davises if the Davises have not been relocated when it is time to build the rest area.

File 49800 - Kendall [Blaz Martinez - contract purchaser] - Three in the family. This file has not been optioned. Mr. Kendall has just completed setting up a guardianship for his wife, who is in the hospital. We are in agreement with Martinez, who is going to buy a 12' x 48' mobile home from Hughes Trailer Court of Fruitland, Idaho. He has not found a trailer space or lot as yet, but if he is unable to find a lot to purchase, he plans to rent a lot. With Mr. Kendall now able to sign for his wife, this file should close rapidly.

File 48500 - Joe Galleges. Four in the family. This file has been optioned but because Mr. Galleges is in jail he action has been taken on the permanent relocation of this family. Mrs. Gallegos and the children have moved from the property and are living with her mother.

File 43510 – Kendall [Frutosa Rivera – contract purchaser] – Ten in the family. This file has been held pending Mr. Kendall's setting up the guardianship for Mrs. Kendall. The Riveras plan to purchase a mobile home and are, in addition, looking for an older one to use as additional bedroom space. No problem is anticipated in relocating this family.

File 43513 – Placido Martinez. Seven in family. This family has purchased a mobile home and lot. A partial move has taken place but until the utilities have been hooked up, the complete move cannot be made. The move should be completed by July 25, 1970.

File 43731 – David Gallegos. Seven in the family. Mr. Gallegos has made a tentative agreement to purchase a home. However, one additional bedroom is needed and for this we are trying to find a small, older-type trailer.

File 43780 – Conger [Bisbee – renters]. Four in the family. These people have purchased a home and expect to move by July 25, 1970.

In summary, all relocatees are expected to be moved by August 7, 1970, with the exception of Davis. This is a problem file, and the cooperation of Davis is less than the best. City and County officials have agreed to help us on this problem, and we are hopeful that a solution will be found shortly.

Very truly yours,

Tom Edwards
Deputy State Highway Engineer

R. L. Porter
DHM:JP B. Klaboe
cc D. H. Moehring
J. J. Smith
H. W. Snell

Chatwood

FORM E-80-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
La Grande, Oregon 97850
July 16, 1970

SUBJECT: Ontario-Idaho State Line Section
Old Oregon Trail Highway
Malheur County

To: H. W. Snell
District Supervisor

LA GRANDE

RECEIVED

Re K. A. Chatwood's teletype of 7/15/70 — the families still in occupancy on subject section. The following is a file by file status report as of this date.

Negro family **FILE NO. 42475 - NALLEY** (Davis renters). Eleven in family. No progress has been made in the relocation of this family. A place was found for them in Vale that would have been perfect for their needs and finances, but they refused to leave the Ontario area. The only solution I have come up with is to wait for the other relocatees to move or find a place, then call the County and City fathers together and tell them the situation and that if they want a Rest Area they better find a way to solve this problem. One member of the city group told me that they would find some way of financing the Davis's if they were the only remaining file.

FILE NO. 43508 - BLAZ MARTINEZ fee owner (contract purchaser). Three in family. This file has not been optioned as yet. Mr. Kendall is in the process of getting guardianship for his wife who is in the hospital. This should be completed any day now. Mr. Martinez is going to buy a 12' x 48' mobile home from Hughes Trailer Court in Fruitland, Idaho. He has not found trailer space or lot as yet, but if he is unable to find a lot to purchase, he will rent one.

FILE NO. 43509 - JOE GALLEGOS: (contract purchaser) Four in family. This file has been optioned but because Mr. Gallegos is in jail, no action, per instructions, has been taken for the relocation of this family. However, Mrs. Gallegos and the children have moved from the rest area site and are living with her mother, so they will in no way delay the project.

FILE NO. 43510 - FRUTOSA RIVERA. Ten in family. This file is another for which we are waiting for Mr. Kendall fee owner to get guardianship from his wife before getting an option for the same reasons as stated in File No. 43508 above. The Rivera's are very nice and cooperative and will not be difficult to relocate. They wish to purchase a mobile home if they can find an older one to use as additional bedroom space. It has been mentioned that they might move onto the lot that was purchased by Placido Martinez. This lot has an old building that could be fixed up and the space used for four bedrooms. I anticipate no great problems with these people.

FILE NO. 43513 - PLACIDO MARTINEZ. Seven in family. These people have purchased mobile home and lot for same. A partial move has taken place but until the utilities have been hooked up the complete move cannot be made. The move should be completed next week.

H. W. Snell
District Supervisor

Ontario-Idaho State Line Section
Old Oregon Trail Highway
Malheur County

FILE NO. 43731 - DAVID GALLEGOS. Seven in family. Mr. Gallegos has made tenative agreement to purchase home. However, one additional bedroom is needed and for this we are trying to find a small older type trailer. Howard Smith, of Oregon Trail Mobile Homes, is also looking and thinks he has one in mind that he will be able to get.

FILE NO. 43780 - CONGER (Bisbee renters). Four in family. These people have purchased home and expect to move around the 25th of July.

I have just received word that we are now ready to work on the two files — 43508 and 43510 that have been held up by legal matters. As stated before, these two files should not be difficult and it is my opinion that except for the Davis file, relocation should be completed, or at least locations found, for all the people except for the Davis's by August 7, 1970.

Verne A. Allen/ore

VERNE A. ALLEN
Relocation Agent

VAA/ore

cc: K. A. Chatwood —

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem, OR 97308

DATE: July 10, 1970

In reply refer to: 08-35.7

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I80N-8(18)376
Ontario Safety Rest Area

This project is listed on the schedule of contract lettings for September 3, 1970. The project displaces 17 or 18 families most of whom are located in poor housing and have low annual incomes. At the time we authorized right of way acquisition (May 2, 1969) it was necessary to require that each displaced family be relocated on an individual basis and that such families were not to be displaced until decent, safe, and sanitary housing was available. A lead time of 14 to 18 months was required. Our May 7 letter advised that we cannot authorize any phase of construction which requires the displacement of individuals or families until adequate housing is available for immediate occupancy.

On the subject project it is not permissible to issue a 90-day vacation notice until such housing is available for each individual relocatee. Your comments are requested as to the status of relocating the individual families.

cc:
OSHD (D H Moehring)
OSHD (J J Smith)
Region (08-00.32)
Nichols
Mathias (2)

RECEIV
JUL [illegible] 1970
RIGHT OF WAY

RECEIVED
JUL 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Moehring
Pld reply
E

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

X

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Ontario Safety Rest Area
Old Oregon Trail Hwy., Malheur Co.
July 8 1970

FROM: Applicant Agency State Highway Division — Salem (Address)
Contact Person L. H. Young — 2761 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes .... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. Project Location

Administrative District Fourteen (14) City --
County Malheur Special District(s) (if applicable) --
Other affected jurisdictions/agencies --

3. Federal Program

Common Program Name Federal Aid Interstate
Authorizing Legislation Title 23 U.S.C. Highways (Public Law No. and Title)
Fed. Admin. Dept. Dept. of Transportation Original Application X
Agency Bureau of Public Roads Renewal Application ....

---

4. Estimated Project Cost

Federal Share $ 477,000
Loan .... Grant X
Local Applicant Share (--) (if any) $ ....
State Agency Share $ 53,000
Other (Specify) $ --
Total $ 530,000

Source of State Agency Share
General Fund $ --
Other Funds (specify) $ --
Indirect Cost Reimbursement
No X Yes .... $ .... (Approx)

Will Federal share change: No X
Yes, from ....% to ....%
When ....

5. **Period Covered by Projects**

Beginning date September 1970

(Original date, if project covers more than one year)

Length of time (weeks, months, or years) 12 months

Approximate ending date September 1971

Will renewal be requested? Yes .... No X

6. **Estimated Application Filing Date** August 1970

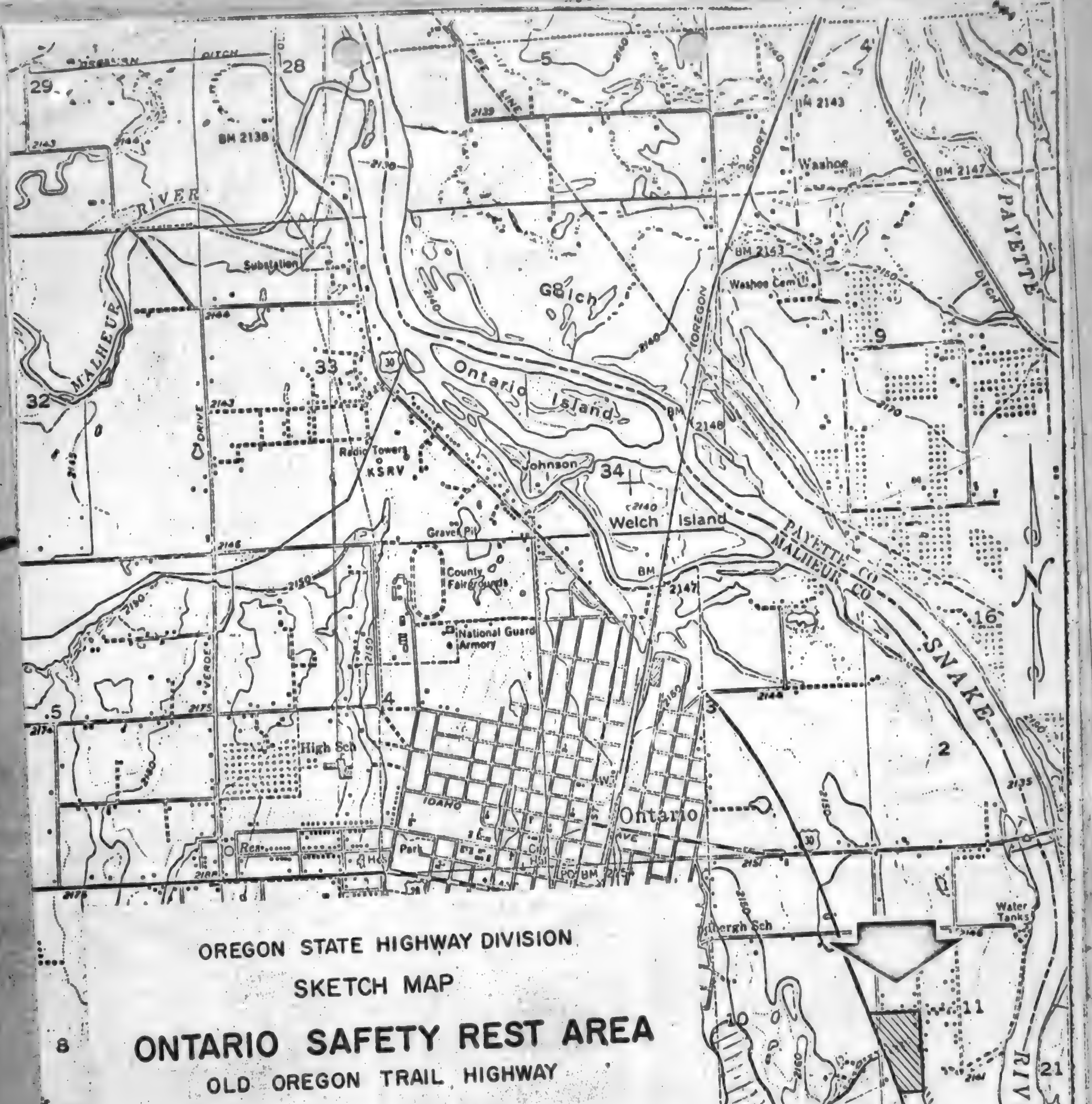
7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

ONTARIO SAFETY REST AREA, Old Oregon Trail Highway, Malheur County

This project consists of preliminary engineering, grading, paving, acquisition of right of way and incidental work necessary to construct and establish a modern day Safety Rest Area near the border of Oregon and Idaho. The Rest Area will have parking stalls for 38 cars and 25 trucks with facilities such as picnic shelters, rest rooms, information booth, drinking fountains and trailer sewage dumping station.

This project is related to the "Goals for a Livable Oregon" by providing the traveling public a facility for rest and relaxation from the rigors of freeway driving thus improving safety capabilities of our highways.

See attached map for geographical location.



MALHEUR RIVER
DITCH
Substation
BM 2138
BM 2143
BM 2147
Washoe
Washoe Cem
PAYETTE DITCH
PAYETTE
OREGON SHORT LINE
PIPE LINE
30
Ontario Island
Johnson
Welch Island
Radio Tower KSRV
Gravel Pit
County Fairgrounds
National Guard Armory
High Sch
PAYETTE CO
MALHEUR CO
SNAKE RIVER
IDAHO AVE
Ontario
Park
City Hall
PO
BM 2151
Lindbergh Sch
Water Tanks
Dr. Area 250 Acres
OREGON
IDAHO
BUTLER BLVD
STEWART
UNION PACIFIC
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OREGON STATE HIGHWAY DIVISION

SKETCH MAP

ONTARIO SAFETY REST AREA

OLD OREGON TRAIL HIGHWAY

MALHEUR COUNTY

RECEIVED
MAR 30 1970

FOR FILING

I-80N-8(22)376

7549

(12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem, OR 97308

DATE: March 24, 1970

In reply refer to: 08-35.7/X411.41

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Moehring

SUBJECT: Oregon Project I-80N-8(18)376
Ontario Rest Area
File 43513-Martinez

Relocation Supervisor J. J. Smith's letter of March 17, 1970 requests concurrence in permitting the Martinez family to relocate into a mobile home with three bedrooms plus a large living area which contains a daveno-bed combination. We concur that the mobile home meets the decent, safe, and sanitary requirements because it has the square footage required by Mr. Swanson's Circular Memorandum of January 2, 1970 and the living area is divided into sufficient bedroom space to accommodate the family. The photographs in your files clearly indicate that this mobile home will constitute a substantial betterment for the Martinez family.

NOTED
F. B. KLABOE

RECEIVED
MAR 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Orig to Moehring 3-25-70

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FEB 18 1970

I-80N-8(22)376
7549

FEB 11 1970

Honorable Mark O. Hatfield
United States Senate
Washington, D. C.   20510

34-10

Dear Senator Hatfield:

The report referred to in our letter of January 14, 1970, to you has been received and we can now more fully reply to your letters of December 29, 1969, and January 13, 1970, regarding the matters presented by Mr. Emil Pfister of Ontario.

Our report reveals that Mr. Pfister's residence is one of seventeen to be acquired by the State for the Ontario rest area and information center which is being constructed in conjunction with Interstate Highway Project I-80N-8(18)376.

Negotiations with Mr. Pfister have not yet commenced; however, appraisals of the residences have been obtained and reviewed by the State. Mr. Pfister's residence consists of a compact unfinished, two bedroom house containing 576 square feet. Mr. Pfister advised the State's appraiser that he purchased his property on contract in August 1968, paying $400 down and assuming a contract balance of $2,300.

The replacement housing study prepared by the State indicates Mr. Pfister is eligible for a supplemental housing payment which will assist him in relocating to decent, safe and sanitary housing. As soon as the replacement housing report is received by the State Department of Transportation in Salem, our office will review Mr. Pfister's case to assure that his supplemental housing payment has been properly determined.

Based upon our review, the State is following its previously approved policies and procedures without discriminating in any way.

We hope that the negotiations, coupled with the increased relocation assistance which was authorized by the Federal-Aid Highway Act of 1968, will permit Mr. Pfister's case to be concluded in a manner that is equitable and satisfactory to all.

NOTED
R L FORTER

If we can be of further service, please advise.

RECEIVED
FEB 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Sincerely yours,

R. R. Bartelsmeyer
Director of Public Roads

copy to
Moehring 2-18-70

NOTED
F. B. [illegible]

RECEIVED
MAY 6 - 1969

I-80N-3(2)376

LETTER OF APPROVAL AND/OR AUTHORIZATION

SECTION: ONTARIO SAFETY REST AREA-NORTHBOUND

WORK : RIGHT OF WAY

COUNTY : MALHEUR

TO:
MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

7549

5-2-69

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED: ------------

DATE AUTHORIZED: MAY 2, 1969

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

- ○ CONSTRUCTION - ADVERTISE FOR BIDS.
- ☒ RIGHT OF WAY.
- ○ OTHER (SPECIFY).
- ○ UTILITY ADJUSTMENT.
- ☒ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS, AND RELOCATION ASSISTANCE.

REMARKS AND LIMITS OF AUTHORITY:

THE DETAILED RELOCATION PLAN FURNISHED WITH MR. OAKES' APRIL 25, 1969 LETTER HAS BEEN REVIEWED AND AUTHORIZATION TO NEGOTIATE AND ACQUIRE RIGHT OF WAY, INCLUDING INCIDENTAL WORK, RELOCATION ASSISTANCE AND PAYMENT, IS HEREBY GRANTED SUBJECT TO THE FOLLOWING CONDITIONS:

1. A LEAD TIME OF 14 TO 18 MONTHS BE ALLOWED IN ORDER TO RELOCATE THE DISPLACED FAMILIES.
2. IN LIEU OF ESTABLISHING A RELOCATION OFFICE IN ONTARIO A RELOCATION AGENT WILL BE ASSIGNED AND AVAILABLE TO PROVIDE ASSISTANCE TO THE DISPLACED FAMILIES AT ALL CRITICAL STAGES OF THE PROJECT.
3. IF THE PROPOSED RELOCATION OF DISPLACED FAMILIES CANNOT BE ACCOMPLISHED THROUGH THE FARM HOME ADMINISTRATION PROGRAM THE STATE WILL FIND DECENT, SAFE AND SANITARY HOUSING FOR DISPLACED PERSONS ON AN INDIVIDUAL BASIS. OCCUPANTS ARE NOT TO BE DISPLACED UNTIL DECENT, SAFE AND SANITARY HOUSING IS AVAILABLE.

NOTED
F. B. KLABOE

RECEIVED
MAY 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OFFICE USE
Young
Mocking
5-5-69

DATE: MAY 2, 1969

SIGNATURE OF APPROVING OFFICIAL: R. E. Simpson
R. E. SIMPSON

TITLE: DIVISION ENGINEER

RECEIVED
APR 16 1969

UNITED STATES GOVERNMENT
Memorandum

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-80N-8(22)376
7547

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 15, 1969

In reply refer to: 08-35-EC/400.1

Copy to "Hearing" file

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-8( )376
Ontario Rest Area
Public Hearing Status

We concur that hearings are not required for the subject Rest Area and Information Center. This determination is made based on the information contained in your April 9, 1969 letter.

Preliminary plans for this Rest Area were previously furnished to this office and were considered satisfactory with the exception of the loop road and parking area. The loop road and parking area are now being removed and we therefore consider that design approval has been given.

4-16-69

Young
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

RECEIVED
APR 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

ECEIVED
APR 9 - 1969
ON FI

April 9, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Project I-80N-6( )376
Ontario Rest Area

Dear Sir:

We hereby request your concurrence that hearings are not required for the subject rest area and information center. This request is based on the following information.

1. Mr. A. W. Parsons' letter of September 27, 1967, Project I-80N-6(16)372, N. Ontario Interch.-Idaho Line Section for preliminary engineering, authorized preparation of construction plans (P.S. & E.) for the subject rest area and information center, as well as the future pavement overlay.

2. A public hearing was offered and we were notified by letter of October 27, 1967, from Malheur County, that none was requested. Under the provisions of PPM 20-8(1), in effect at that time, the hearing would have been a combined location and design hearing.

3. The design of the rest area and information center is 90% complete and is available for your review and tentative approval.

4. Authorization to proceed with right-of-way appraisals and approval of the detailed relocation plan was given in your letter of November 14, 1968.

In view of the above authorizations and events which transpired prior to the January 18, 1969 effective date of PPM 20-8, we feel that additional hearings are not required.

On the basis of information submitted on August 31, 1967, and your letter of September 19, 1967, we also request design approval.

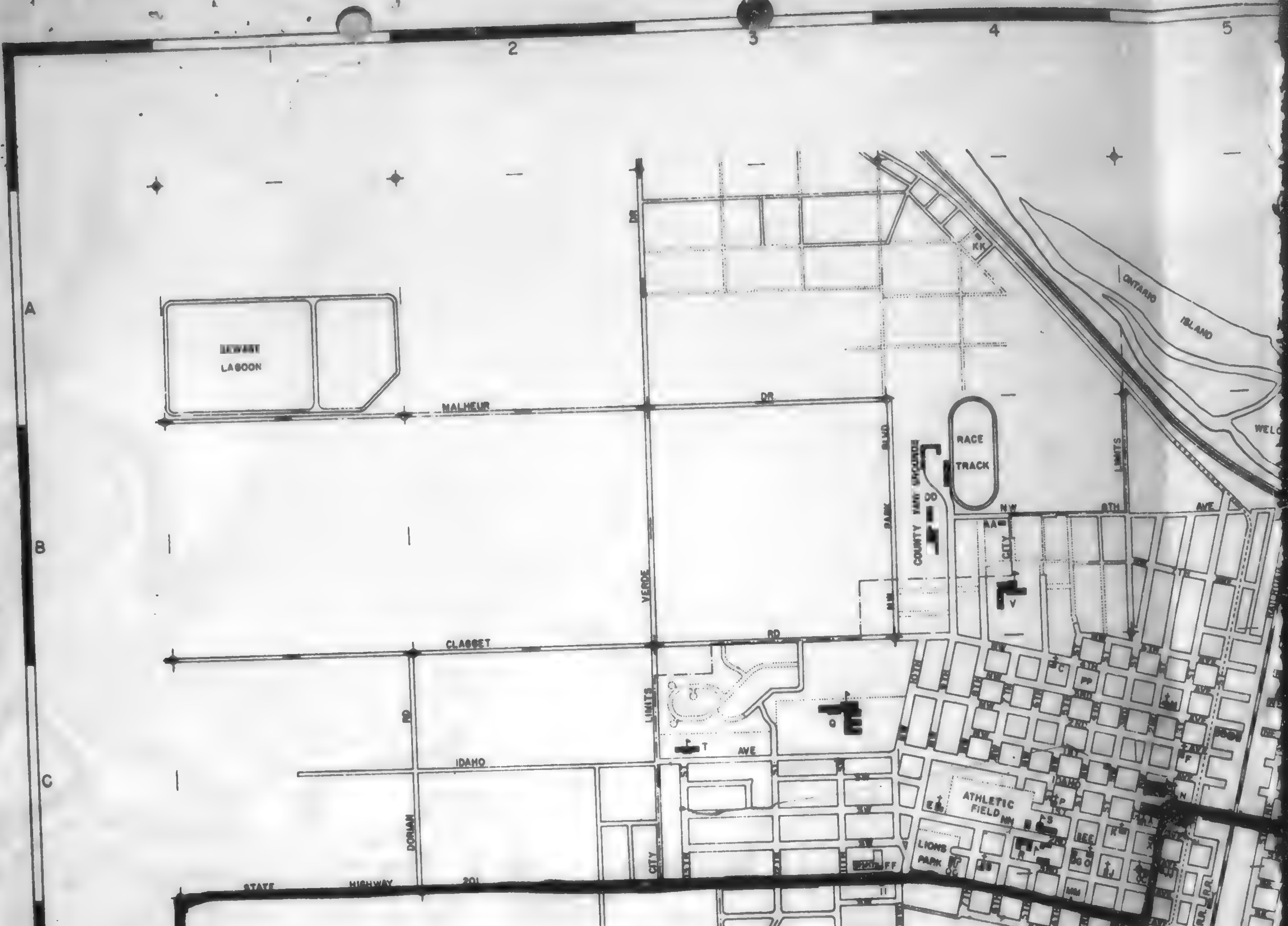
Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: F. R. Klabes
D. J. Barbee
R. W. Ellison
R. L. Gifford
R. N. Chase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STATE HIGHWAY 201
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SUNSET DR
ALAMEDA DR
CITY LIMITS
PARK BLVD
COUNTY FAIR GROUNDS
RACE TRACK
ONTARIO ISLAND
NW 8TH AVE
ATHLETIC FIELD
LIONS PARK
GOLF COURSE
CEMETERY
AIR PORT
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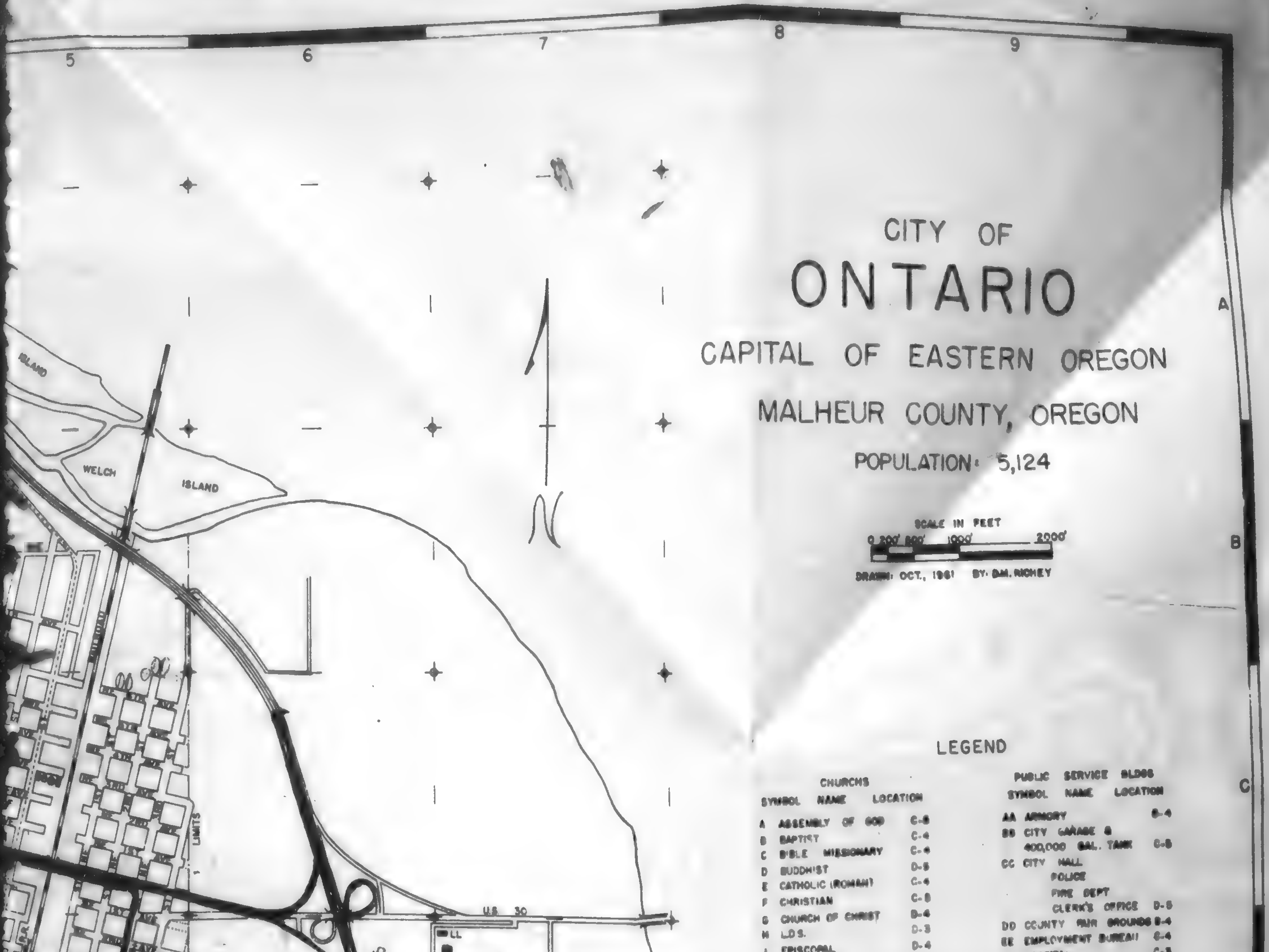
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CITY OF

ONTARIO

CAPITAL OF EASTERN OREGON

MALHEUR COUNTY, OREGON

POPULATION: 5,124

DRAWN: OCT., 1961 BY: D.M. RICHEY

YELLOW AREA
1 STATE PORT OF ENTRY
2 MEMORIAL MUSEUM
BLUE-LINE
FREEWAY EXIT + RETURN

LEGEND

CHURCHS

SYMBOL	NAME	LOCATION
A	ASSEMBLY OF GOD	C-5
B	BAPTIST	C-4
C	BIBLE MISSIONARY	C-4
D	BUDDHIST	D-5
E	CATHOLIC (ROMAN)	C-4
F	CHRISTIAN	C-5
G	CHURCH OF CHRIST	B-4
H	L.D.S.	D-3
I	EPISCOPAL	D-4
J	FRIENDS	D-4
K	LUTHERAN (PILGRAM)	C-4
L	METHOD (COMMUNITY)	D-5
M	METHOD (FIRST)	C-5
N	NAZARENE (FIRST)	C-5
O	PRESBYTERIAN (UNITED)	C-4
P	SEVENTH DAY ADV.	C-4

SCHOOLS
ONTARIO TIGERS

SYMBOL	NAME	LOCATION
Q	HIGH SCHOOL	C-3
R	JR. HIGH SCHOOL	C-4
S	CONKLIN	C-4
T	GEO K AIKEN	C-3
U	LINDBERGH	D-5
V	MAE ROBERTS	B-4

TRANSPORTATION

SYMBOL	NAME	LOCATION
W	AIR PORT	D-0
X	BUS DEPOT	C-5
Y	RAILROAD DEPOT	D-5

PUBLIC SERVICE BLDGS

SYMBOL	NAME	LOCATION
AA	ARMORY	D-4
BB	CITY GARAGE & 400,000 GAL. TANK	C-5
CC	CITY HALL POLICE FIRE DEPT CLERK'S OFFICE	D-5
DD	COUNTY FAIR GROUNDS	B-4
EE	EMPLOYMENT BUREAU	C-4
FF	HOSPITAL	C-3
GG	LIBRARY	D-4
HH	100,000 GAL. TANK	D-4
II	DEPT. MOTOR VEHICLE	D-3
JJ	POST OFFICE	D-5
KK	RADIO STATION	A-4
LL	STATE OFFICE BLDG. POLICE HIGHWAY DEPT.	D 7
MM	WELFARE OFFICE	D-7

PARKS

SYMBOL	NAME	LOCATION
NN	ATHLETIC FIELD	C-4
OO	GOLF COURSE & CLUB HOUSE	D-4
PP	LAXON PARK	C-4
QQ	LIONS PARK SWIMMING TENNIS PICNIC FAC.	C-4
RR	RAILROAD PARK	D-5

RECEIVED
NOV 15 1968

I-80N-8(18)376

75419

Moc[illegible]
Klaboe

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 14, 1968

In reply refer to: 08-35.7/710.11

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-8(18)376
Ontario Rest Area

NOTED
F. B. KLABOE

We hereby approve a minor program change to include relocation assistance payments under the 1968 Federal Highway Act. You are authorized to proceed with appraisals and a detailed relocation study as required by paragraph 7b of IM 80-1-68. Authorization to negotiate and acquire right of way must be withheld for the following reasons:

1. Review and approval by our Chief Counsel of the State's assurances and legal opinion concerning compliance with paragraph 5 of IM 80-1-68.

2. Present fund deferral requirements as outlined in IM 30-4-68.

3. Prior to proceeding with right of way negotiations for acquisition the State must comply with paragraph 7b of IM 80-1-68 by furnishing a detailed relocation plan for review and approval by this office. The data submitted with Assistant State Highway Engineer F. B. Klaboe's letter of August 27, 1968 fulfills the requirements of a conceptual relocation plan as outlined in paragraph 7a of IM 80-1-68.

It is suggested that you proceed to develop the detailed relocation plan as required by paragraph 7b. From the information included in your conceptual data it would appear that many of the individuals and families living in the area to be acquired will be eligible for replacement housing payments. Therefore, methods and procedures must be included in the detailed relocation plan that will assure an inventory of currently available comparable housing which is decent, safe, and sanitary, etc.

orig to Mathring
copies

REFERRED TO
Bartell Young
[illegible] Hwy. [illegible]
11-15-68

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

At the time you furnish the information required by paragraph 7b we request your comments as to whether or not the volume of work will justify the establishment of a subsidiary local project office as outlined in paragraph 6d(2) of IM 80-1-68.

A preliminary contact should be made of all individuals or families that will be displaced so that they may be advised at the time appraising starts of the benefits available to them under the relocation assistance and payments provisions of the 1968 Act. As you will recall a public hearing was not requested by the local authorities and it is believed that a preliminary contact of the displacees is needed to fulfill the requirements of paragraph 12a of IM 80-1-68. At the time the contact is made copies of your brochures outlining the relocation assistance and payments program should be distributed to all displacees.

In addition the State must give public notice of the relocation payments to be made and service to be rendered as required by paragraph 12b of IM 80-1-68. This requirement could be fulfilled by utilization of local newspapers, radio, and television stations (with particular emphasis on those which are read or listened to by the residents on the project). The best procedures, of course, would be a local meeting with the residents at which time the State could disseminate full information on the relocation assistance and payments program.

RECEIVED
NOV 15 1968
OFFICE OF
STATE HIGHWAY ENGINEER

8 - 68

ECONOMIC IMPACT STUDY

Interstate 80-N
Malheur County

Ontario and the Surrounding Area

The City of Ontario is located in the northeastern part of Malheur County. Ontario and the surrounding areas are basically agriculturally oriented and the basic payrolls are derived from either the growing or the manufacturing and processing of agricultural crops. The basic crops raised are sugar beets, potatoes, onions, alfalfa hay and seed, corn, wheat, barley, livestock, mint and miscellaneous other seed crops. Located within a close proximity to the City of Ontario are the smaller Oregon towns of Vale, Nyssa, and Adrian, and the smaller Idaho towns of New Plymouth, Parma, Fruitland and Payette. Ontario provides the principal trading center for the smaller communities, as well as providing the cource of employment for many of the residents of these smaller communities. The main employer in the City of Ontario is the Ore-Ida Foods, Inc., which has recently merged with the Heinz Food Products, and currently employs approximately 1,500 people in the processing of various types of frozen foods. This plant processes approximately one and one-half million pounds of potatoes daily and over 50% of the nation's supply of frozen corn, and is a leading processor of frozen onion products. The Ontario area has shown a slow but steady growth within the last twenty years, and the basic economy can be described as good.

Description of the Ontario Rest Area Site

The area under study as the site for the Ontario Rest Area is a small suburban type area, located outside the city limits of Ontario. This area is described locally as Kendall's Acres. It is a subdivision that was developed in the 1950's by Marian Kendall, who is still the largest land owner in the area under study. Housing provided in the area, both owned and rented, provides minimum type standards as to construction, appearance, and sanitation. Being located outside the city limits and having been developed before any type of zoning regulations were enforced, normal construction standards and layout were not adhered to. Since the conception of this area home purchase has been characterized by minimum down payment and small monthly payments. Currently, we are advised that home purchase from the Kendall ownership is available with a $100.00 down payment and $50.00 per month payments thereafter. Rental of the same property is available for $50.00 per month. It is interesting to note that there has been an extremely high rate of forfeiture of home owners in this area. There are eighteen homes located in this area; however, outside of the Kendall Family's ownerships, there only four ownerships of homes by other people and one church ownership of a smaller and less known denomination. Many of the homes in the area present are extremely dilapidated and of unsightly appearance, and many of the amenities characterized by private home ownership are not apparent. The Kendall Acres area is serviced by electricity and telephones. The streets in the area are gravelled surface and sewage disposal is by septic tank and drainfield. The water supply is from private wells, the bulk of which are extremely shallow in depth, with only a few being as deep as 80 feet. The general price range of homes in this area is from $5,000.00 to $10,000.00, and as stated previously, all sales are characterized by a very minimum down payment. All contracts are private, as no home loans are available from major lending institutions, according to interviews conducted in the Ontario area.

Availability of Replacement Housing

A survey was made in the City of Ontario and in the Idaho communities of Fruitland and Payette. This survey was conducted by contacting real estate brokers, bankers, and city officials. It was revealed that there is a modest supply of homes available for sale in the general price range of the area under study. It was also pointed out by parties interviewed that normally homes in this price range are often sold without being listed by a real estate broker, etc., as most brokers find a small profit margin in this level of sale. The fact that a modest supply of homes in this general price range was listed indicated an adequate supply of replacement housing for purchase is available. The rental situation is a little more critical at this time, as there is only a small supply of rental units, either apartments or homes available. However, it should be noted that this time of year is the peak of seasonal agricultural employment in this area, and during the fall and winter months rentals are much more readily obtainable. Also, in the City of Ontario, a large number of rentals are occupied by students of the Treasure Valley Community College, since there are no college dormitories open at this time. However, dormitories are currently under construction, and it is anticipated that upon completion the rental situation will be much relieved. It is also well to note that the trailer house industry has provided, both nationally and State wide, much of the $10,000.00 and under house needs for the past five to ten years. This is a national trend that is growing and there appears to be an adequate number of trailer courts in the Ontario and surrounding communities with an adequate number of vacant trailer stalls.

Local Attitude on Rest Area Location

Conferences held with the City Manager, Mayor, and Secretary of the Chamber of Commerce of Ontario, as well as other interested citizens, revealed a positive and enthusiastic attitude for the construction and location of the rest area as presently planned. The impression was received that the removal of homes in the Kendall Acres area was a community blessing, both for the removal of the unsightly area and the economic benefit that would be derived from the City of Ontario by the construction of the proposed installation. The office of the City Manager of Ontario promised full assistance in obtaining substitute houses and rentals for the parties affected by the proposed acquisition. (Please refer to the attached letter).

Conclusion

It is the conclusion of this report that there will not be any undue hardship created by the acquisition of the residential properties in the Ontario Rest Area. An adequate supply of replacement housing units appears to be available, both for purchase and rental in the Ontario area and in the smaller communities nearby. It is well to note also that economic studies conducted by the Bureau of Public Roads indicate that residential home owner displacement by highway construction tends to upgrade the home owner in obtaining a replacement of residential housing. When this aspect is considered, the supply of available housing units appears more than adequate. It appears that rentals, while rather critical at the present time, will be in sufficient supply in the near future, and difficulties in obtaining replacements of this nature will be adequate to fulfill the needs. Overall, it is the consensus of both the writer of this report and of local civic authorities, that the economic impact of the proposed acquisition of this area will not create any undue hardships.

RECEIVED

Memorandum

I80N-8(22)376
7349

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 7, 1968

In reply refer to: 08-35.EC /710.11
X-file: I-80N-8(18)376

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's May 10, 1968 letter submitted one item for inclusion in the subject program. This Stage 2 Right of Way Phase Project is approved effective today:

Item	Project	Location	Work
536	I-80N-8(18)376	Ontario Rest Area (NB)	ROW (future RA)

Your request for authorization to proceed with all phases of right of way acquisition is being withheld. The proposed rest area location requires the acquisition and relocation of the 18 residences. We believe that every effort should be made to locate the rest area to avoid the necessity to acquire these residences and disrupt the involved families.

Before any action can be taken on your request further study should be undertaken with the objective of avoiding the necessity of acquisition of the 18 residences and to locate the rest area in an area of lower right of way costs. During your study you should include an economic impact study of the effect on the residences and the local area.

A possibility exists of the need for credit for the work accomplished under Project I-80N-8(13)371 that may be affected by the project.

This action provides for rest area right of way at a total estimated cost of $118,400 of which $108,900 is reserved as Federal funds.

Ref'd to Morgan on assignment
copy to Mehring 6-24-68

RECEIVED
JUN 10 1968
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO Young
By Asst. State Hwy. Engr.

Original to Young 6-18

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PRO
(PPM 21-1

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-80N 0.65 Mi. N. of State Line (Ontario) 21 65	**ADT**	PRESENT 4,200	FUTURE 8,000 (66) (70)	YEAR 88 (71) (72)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Right of Way (Rest Area N.B.) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Malh
	NAME OF URBAN AREA 17-31 Ontario	ROUTE NO. I FEDERAL-AID I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (75)
5					**PE**		I-80N 0.65 Mi. N. of State Line (Ontario)			
5					**ROW**		(Ontario Rest Area Northbound)	0.0	118,400	108,900
5					**CONST** (CODE)					

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	118,400	108,900
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (30)

17-5

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

(Ontario)	ADT	PRESENT 4,200	FUTURE 8,000	YEAR 88	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 042	ITEM NO. 536

UTE	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) I-	NUMBER 80-8(18)	SEQ. NO.	I. Projects Only POST MI. 376 DESIG. N

COUNTY NAME Malheur CODE 045

PROGRAM STAGE ☐ 1 OR ☒ 2

ROUTE NO. I FEDERAL-AID I-80N STATE U.S. I-80N

	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
of rio)						Right of Way purch. includ. incidental work & relocation assistance, and building demolition. (Future rest area including sanitary facilities, water system; parking area and landscaping.)
ea	0.0	118,400	108,900	9,500		
JECT TALS	0.0	118,400	108,900	9,500		

REMARKS

Additional Data: Item 511, Project I-80N-8(16)372

Remarks Contd.

Public hearing offered but no hearing requested per letter from Malheur County dated October 27, 1967.

Relocation Assistance: 18 Familes $3,600

104(b)(5) 1968 estimate $0.0, Section F 33.0.3

For 37-B; on R/W-1, R/W-F, Sanitary Facilities-Y

FORM
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
Fred W. Hill, Member
Helix

RECEIVED
NOV 1 - 1967

I-80N-8(22) 376
7549

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 31, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon

Dear Sir:

September 26, 1967, the Malheur County Court was notified by letter of the Highway Commission's plans to acquire right of way prior to constructing the Ontario Safety Rest Area adjacent to the Old Oregon Trail (I-80N) in Ontario, Oregon. Public notices were published in the appropriate newspapers concerning the proposed project.

Under date of October 27, 1967, Malheur County indicated by letter that they had not received any requests for a hearing.

Based on the above correspondence a hearing will not be held. Copies of all correspondence on this matter are attached.

This certifies that the people in Malheur County were notified of the proposed project and that no person has requested a hearing, and that the State Highway Department is considering the economic effects in adopting this location.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
H. S. Cox
County and City Engineer

RECEIVED
OCT 31 1967
OFFICE OF
STATE HIGHWAY ENGINEER

DNH:nr
Att.

bc: R. L. Porter
F. B. Klaboe
Victor Wolfe
F. D. Morgan
J. E. Morelock
L. H. Young
R. N. Chase
G. E. Rohde
D. H. Moehring

RECEIVED
OCT 26 1967

FOR FILING
I-80N-8(22)376
7549

aup 7510

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 19, 1967

In reply refer to: 08-35-DA

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons

A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-8( )351 Ontario
Safety Rest Area

Mr. Klaboe's letter dated August 31 requested our approval of a proposed rest area plan for the subject location.

The proposed plan indicates two parking areas that show parking for 63 cars and 27 trucks and trailers. This parking capacity exceeds 25% of the 1990 data submitted with your proposal. It is difficult to see how this area could attract a percentage volume greater than the Niel Creek area on I-5.

A recomputation of the parking space requirement based on 17% of traffic stopping at the information site indicates that 58 spaces are needed. Using AASHO design criteria the area westerly of the picnic grounds and rest area buildings will provide a space for 62 vehicles with the possibility of some room for parallel parking along the curb of the divider island.

This office will approve the layout submitted without the loop road and its parking area. If, at some future date, more space is needed it would be no great problem to construct the loop road at that time with little or no loss of items constructed at this time.

cc:
Region, w/cy OSHD ltr, 9-11-67

GRBrooks:es

cc to Klaboe
Young (2)
Morgan
Shaw

Noted
25 Oct.

RECEIVED
OCT 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 31 1967
FOR FILING

I-80N-8(22)376
7549

August 31, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97310

Dear Sir:

Re: Ontario Safety Rest Area

The original survey of safety rest area sites on Interstate 80N indicated that an additional location near the Idaho-Oregon border would be desirable unless Idaho constructed one near the Snake River. Idaho has no plans for such construction serving westbound traffic. Consequently, an exhaustive search has been made to find a satisfactory site in Oregon.

There is enclosed a preliminary plan for development of a combined safety rest area and information site at Ontario to serve westbound traffic only. Construction of a unit serving eastbound traffic is not contemplated as Idaho has constructed such a unit on entering Idaho.

The Ontario site is 45 miles easterly of the Weatherby site and approximately 43 miles westerly of the last rest area serving westbound traffic proposed by Idaho. Therefore, mileage-wise, it is ideally situated. Located at the entrance to the State, it is also a perfect location to answer questions of highway users.

The proposed site contains approximately 13 acres, and the plan projects public requirements to 1990. The basis of computing parking requirements is shown on the enclosed sheet. The requirements are based on a higher percentage of traffic stopping than at a normal safety rest area location not providing informational services. This has proven true at Siskiyou Safety Rest Area where over 17 percent of traffic has been recorded.

Mr. A. W. Parsons
Page two
August 31, 1967

The number of information inquiries made at Siskiyou has almost doubled over last year. From our observations, no Interstate safety rest area has been overdesigned. Some will probably prove inadequate before the design year is reached. Consequently, we believe the 20 percent computation for 1990 is conservative and the total parking shown on the preliminary plan should be authorized in the original construction.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Encs.

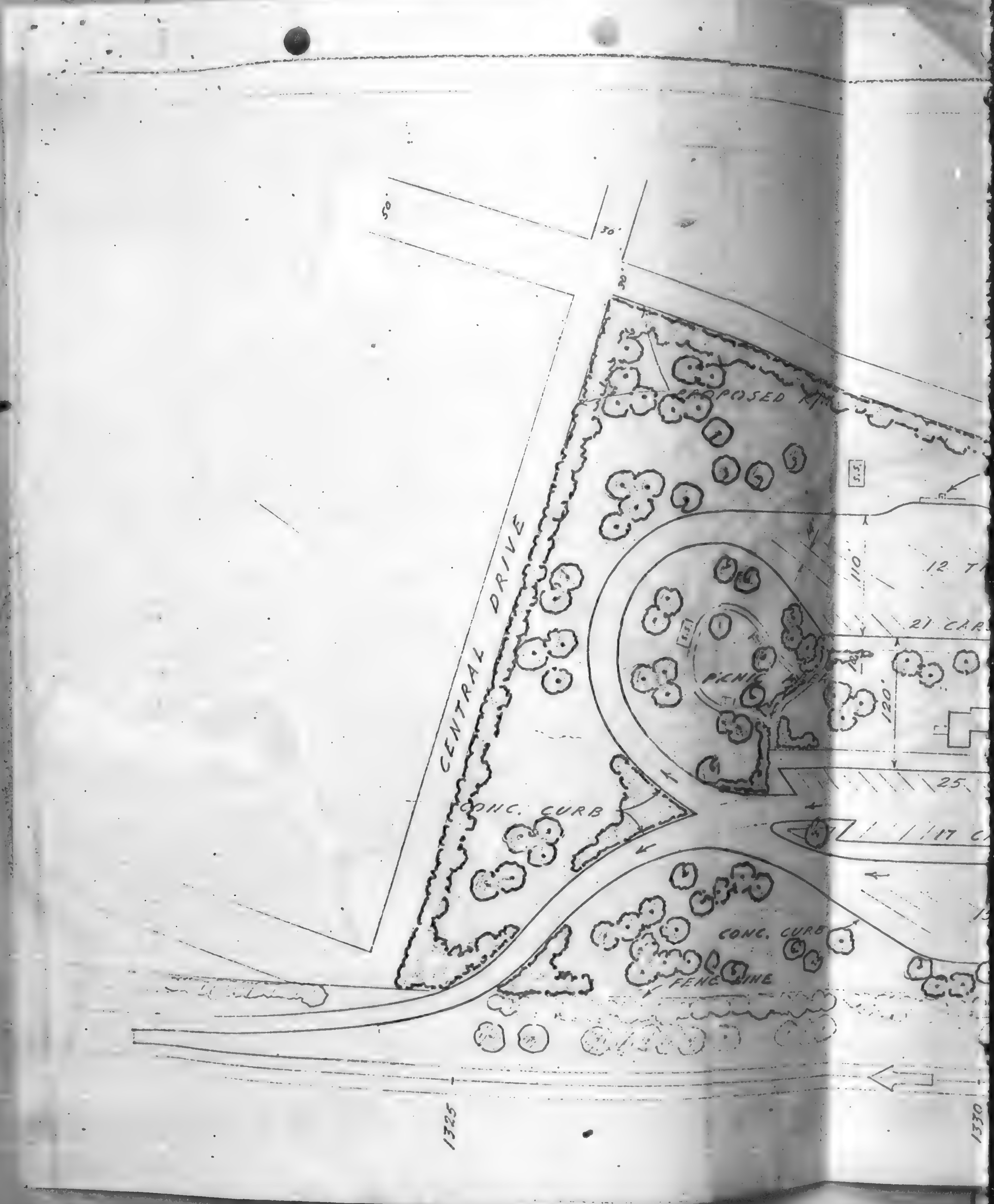
cc: Forrest Cooper
R. L. Porter
Lloyd P. Shaw
F. D. Morgan
L. H. Young

MHA:de srb

OREGON STATE HIGHWAY DEPARTMENT

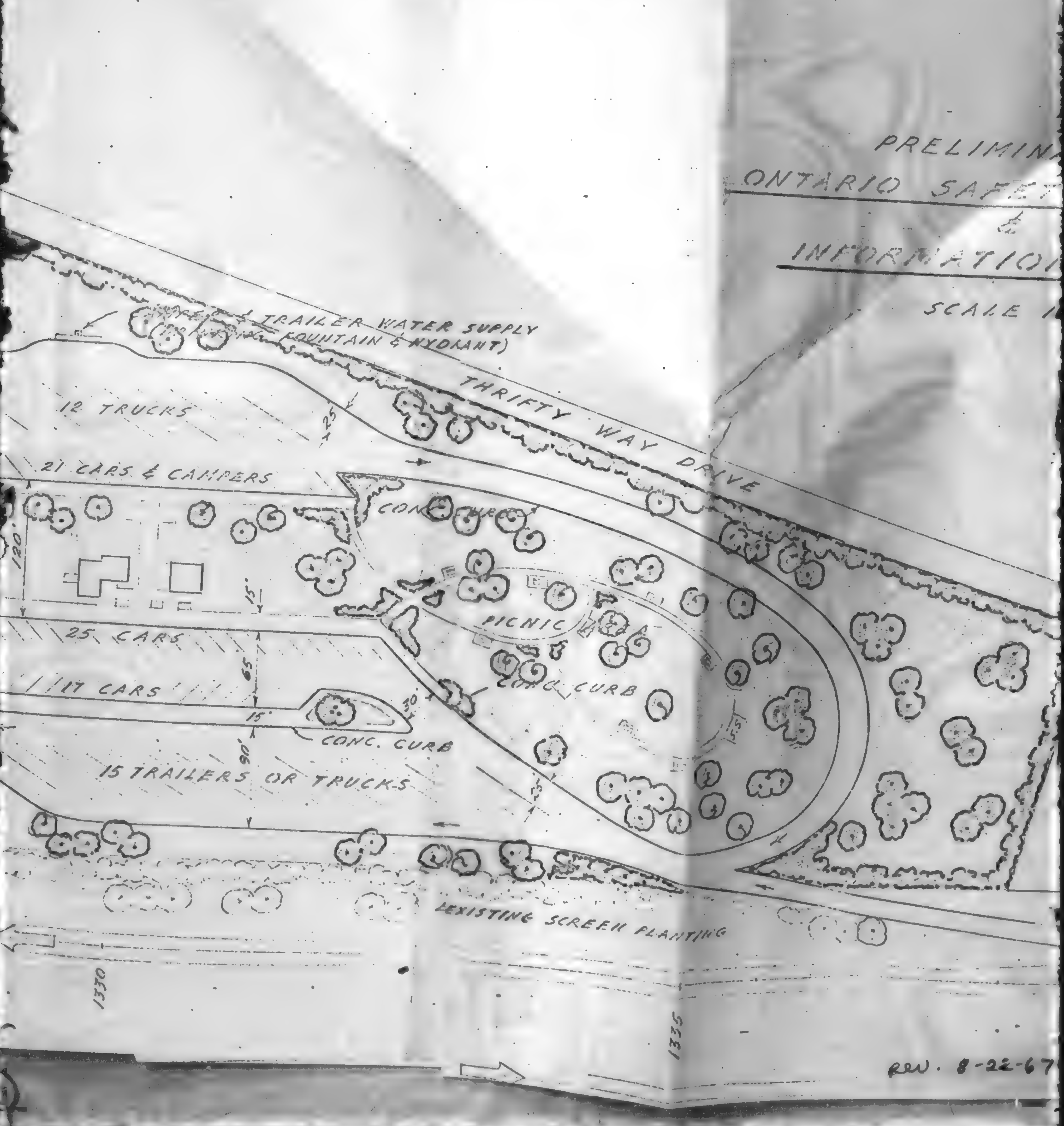
REST AREA USE DATA FOR DESIGN PURPOSES

1. Name of Rest Area	Ontario		
2. Location of Rest Area	I80N Oregon-Idaho State Line		
3. Traffic Data	25%	20%	
(a) ADT ~~1975~~ 1990	8500	8500	
(b) Summer Seasonal Factor	1.32	1.32	(August)
(c) Summer Seasonal ADT	11220	11220	
(d) Directional ADT (50 percent)	5610	5610	
4. Vehicles Entering Rest Area (directional)			
(a) Average Daily Volume (~~12%~~ of ADT)	1403	1122	
(b) Average Daily Peak Hour (~~1.44%~~ of ADT) (a x 12%)	168	135	
	.25 x .12 = 3.0	.20 x .12 = 2.4	Plan
5. Average Daily Peak Parking Demand			
(a) Total Vehicles (½ peak hour)	84	68	90
(b) Pass. Cars, Panels, Pickups 75%	63	51	57
(c) Light Vehicles with Trailers 20%	17	14	33
(d) Trucks and Buses 5%	4	3	
6. Persons Entering Rest Areas			
(a) Average Daily Number (2.7/vehicle)	3788	3029	
(b) Average Peak Hour (2.7/vehicle)	454	365	
7. Rest Room Use and Requirements			
(a) Average Daily Use (75% of persons)	2841	2272	
(b) Average Daily Peak Hour Use (75% of persons)	341	274	
(c) Rest Room Facilities (30 persons/unit/hour)	11.3	9.1	
8. Water Requirements			
(a) Daily Water Use (2 gal./person)	7576	6058	
(b) Peak Hour Water Use (2 gal./person)	908	730	
(c) Water Flow Required Without Storage			


50
30'
CENTRAL DRIVE
PROPOSED
S.S.
110
12 TR
21 CARS
PICNIC AREA
120'
25
17 C
CONC. CURB
CONC. CURB
FENCE LINE
15
1325
1330

3 Sun shelters w/double
11 Picnic Tables - single
Total 17 Picnic Tables

PRELIMIN
ONTARIO SAFE
&
INFORMATIO
SCALE

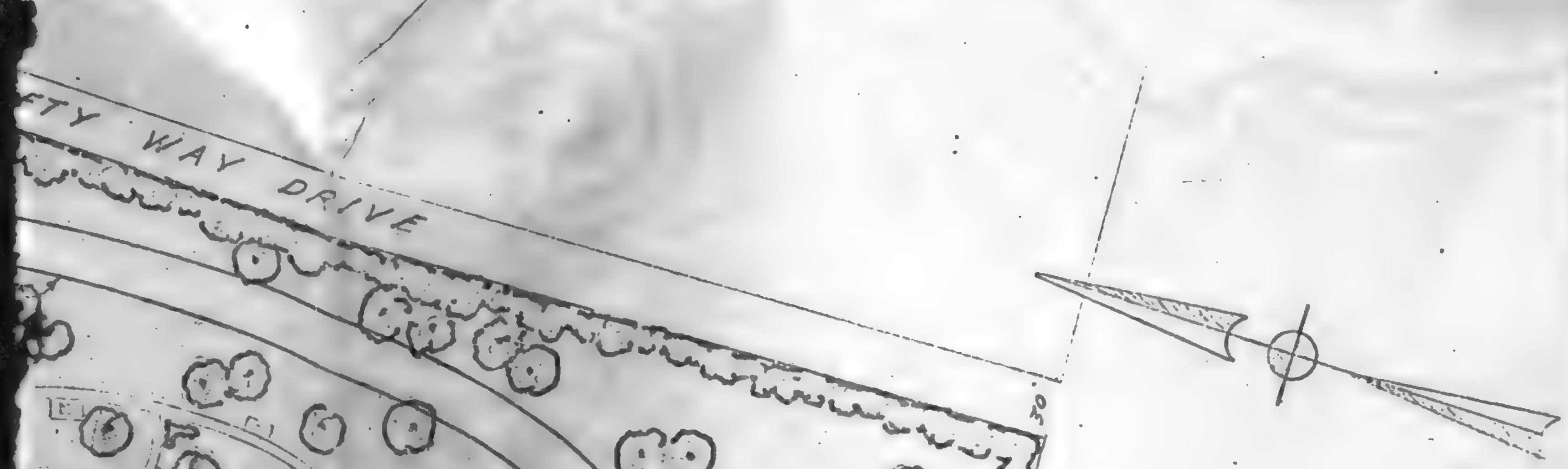

TRAILER WATER SUPPLY
(DRINKING FOUNTAIN & HYDRANT)
THRIFTY WAY DRIVE
12 TRUCKS
25'
21 CARS & CAMPERS
CONC. CURB
120'
15'
25 CARS
65'
17 CARS
PICNIC
CONC. CURB
30'
15'
CONC. CURB
90'
15 TRAILERS OR TRUCKS
25'
5'
EXISTING SCREEN PLANTING
1330
1335

REV. 8-22-67

3 Sun shelters w/double Picnic Tables
11 Picnic Tables - single
Total 17 Picnic Tables

PRELIMINARY PLAN
ONTARIO SAFETY REST AREA
&
INFORMATION CENTER

SCALE 1" = 100'



FETY WAY DRIVE
ICNIC
CURB
TING SCREEN PLANTING
1335

REV. 8-22-67

RECEIVED
MAY 24 1967
FOR FILING

I-80N-8(22)376
7549

May 24, 1967

Mr. E. L. Mathes
State Highway Engineer
Idaho Department of Highways
P. O. Box 7129
Boise, Idaho 83707

Dear Mr. Mathes:

The Oregon State Highway Department is in the planning stage for the construction of a combination rest area and information center for westbound traffic on Interstate 80N at Ontario. For safe and effective traffic service, it is necessary that the rest area be located between the State line and the first interchange in Oregon.

Because of the proximity of the rest area to the State line, it seems advisable to place the advance informational sign on the Idaho shore of the Snake River, or in some reasonably acceptable location not more than one-half mile southerly thereof.

The purpose of this letter is to request concurrence of the State of Idaho for this installation. Rough details are shown on the attached sketch.

If you will kindly advise us of your wishes, and preferably your concurrence, we will proceed to select an exact location and prepare final details of the installation to forward to you for record purposes.

Very truly yours,

Forrest Cooper
State Highway Engineer

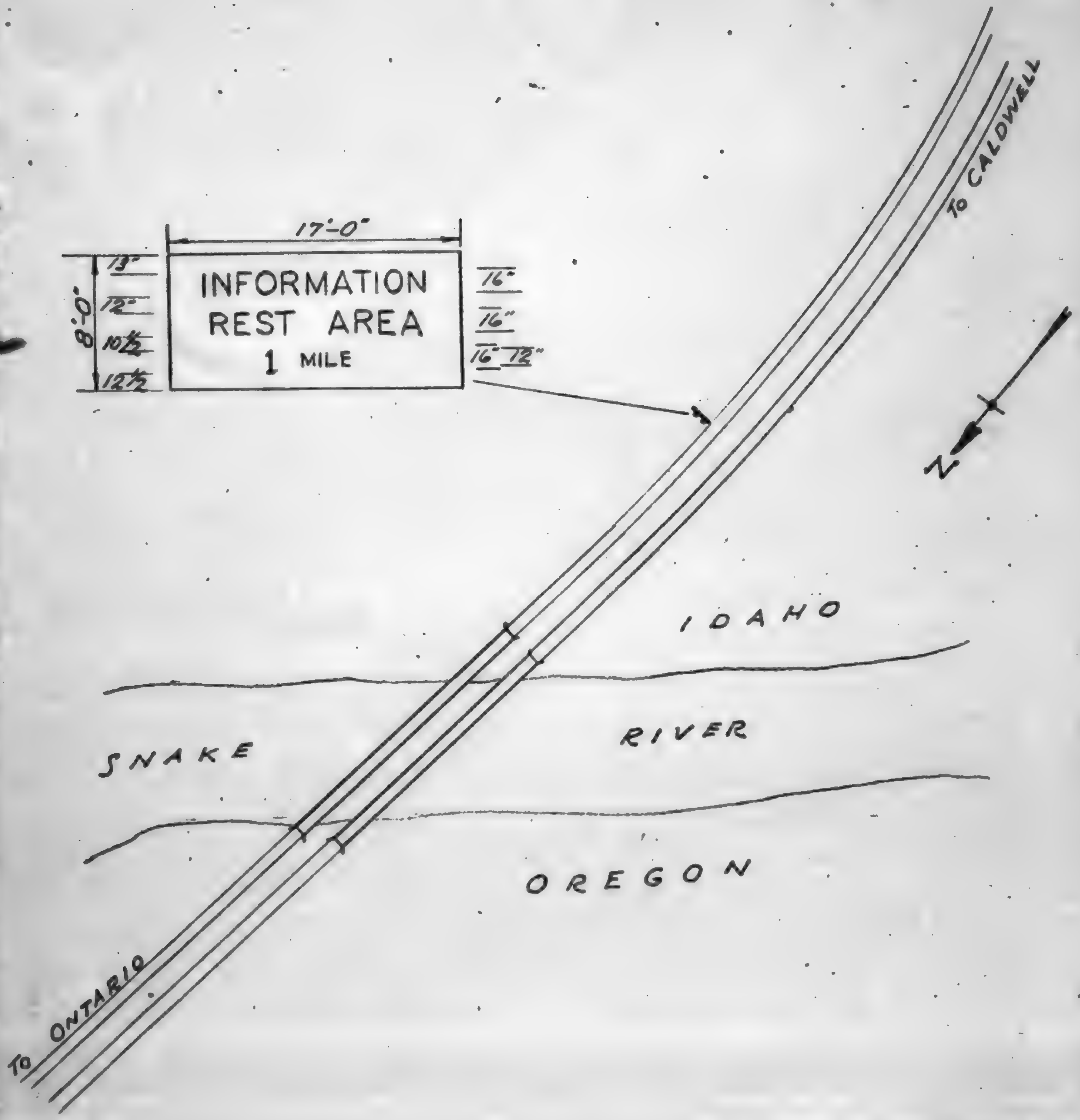
By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Lloyd Shaw
Victor D. Wolfe
F. B. Crandall
A. F. Parson (enc.)

Attachment

LEG:mk/TE:JA


17'-0"
8'-0"
13"
12"
10½"
12½"
INFORMATION
REST AREA
1 MILE
16"
16"
16" 12"
TO CALDWELL
N
IDAHO
SNAKE
RIVER
OREGON
TO ONTARIO

RECEIVED
JUN 12 1967

FOR FILING

I-80N-8(22)376
7549

Salem, Oregon
May 8, 1967

Ontario Rest Area
and Information Center

Mr. A. F. Parson
Division Engineer
La Grande

We now have approval to place advance signing for the Ontario Rest Area and Information Center on the Idaho side of the Snake River. This makes feasible construction of the rest area at the Idaho Avenue-Snake River Section which is geographically far superior to the site north of the Malheur River.

Only one problem, other than B.P.R. participation, appears to be unsolved at this time. This is a water supply. I believe that discussion with the city officials of Ontario as to the possibility of obtaining sufficient water for the information center and rest area might prove profitable. I understand they have avoided extension of mains into the "shack town" which is in the vicinity of the proposed rest area site; however, there may be some way to overcome their objections to the extent that at least State facilities could be served.

Will you please check with the city officials and advise us of their attitude.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
Tom Edwards
F. B. Klaboe
David G. Talbot

[illegible] 1966

I-80N-8(22)376
7549

Salem, Oregon
November 29, 1966

Mr. David G. Talbot
State Parks Superintendent

Proposed Port of Entry
Information Center
Ontario

579

Attention: L. V. Koons

After several investigations of property and discussions of possible water supply, it is my understanding that the situation in regard to the subject information center is about as follows:

1. The areas south of Idaho Avenue have been rejected because of inadequate accel and decel length, local development, and/or topography.

2. The area now held for park purposes north of Idaho Avenue between Interstate 80N and the Snake River is too narrow to contain a satisfactory information center-rest area and in addition, the existing exit and entrance ramps, which we contemplate using for park purposes, would be unsatisfactory for a rest area due to the short radius curves in our present plans.

3. The site north of the Malheur River crossing is acceptable insofar as we know at this date. Further checks must be run with:

    (a) Bureau of Public Roads with a view of obtaining 92 percent participation in all or most of this development; and

    (b) the City of Ontario in regard to water supply.

        (1) Possibly irrigation water would be provided from a well, hopefully, potable water from the City of Ontario mains. This may require annexation of Interstate right of way and the rest area site in a manner which will provide a continuous city limit which now exists as far north as Ontario State Park.

4. We are to proceed to acquire property ownerships and at least estimates of cost to obtain an area of sufficient length to provide satisfactory accel and decel lanes, and sufficient depth that the area may be developed at a level lower than that of the highway and present something of the appearance of an oasis following its planting and landscaping.

    (a) Design of accel-decel ramps and connecting parking areas will be made by the Urban Design Section, Mr. Talbot to contact Mr. Olson in this regard.

If the above outline is at variance with the facts, will you so advise me and bring me up to date.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajv
cc Forrest Cooper
R. L. Porter

Salem, Oregon
October 6, 1966

Visitor Information Center
North of Ontario
Malheur County

Mr. David G. Talbot
State Parks Superintendent

Please refer to your letter of transmittal of July 26 and the area investigation dated June 28.

The area investigation made by Mr. Riesland indicates preference for Site No. 3, this site being approximately four miles north of the Snake River crossing of Interstate 80N.

If I read Mr. Riesland's report correctly, he is considering a tract of land immediately adjacent to the Malheur River and along its north bank. I believe this cannot be used due to the need for deceleration lanes which would make widening of the structure necessary and the widening being too costly.

During a field trip in which speedometer mileages were kept from the rest area on the Idaho side of the Snake River, I noted that between M.P. 5.0 and M.P. 5.7 it appeared a rest area could be installed and adequate sight distance and length for exit and entrance ramps provided. For further orientation, this probably would be north of a large box culvert which I believe to be at M.P. 409.52 on the highway system.

Please investigate this and if it proves to be satisfactory, prepare right-of-way descriptions for land purchases.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Attachment (Park file)
cc Forrest Cooper
R. L. Porter

FORM 2-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1966

SUBJECT: Visitor Center Site
Ontario Area

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
BUILDING

Attached is the planning section's preliminary analysis of alternate visitor center sites in the Ontario area, as per your request.

I concur with the conclusions regarding the suitability of site #3. However, there may be other suitable sites farther north.

The major disadvantage of a site at this location or farther north is that it will miss that part of the traveling public who will turn west at Ontario. However, there appears to be other reasonable choice.

The attached material is our file copy.

David G. Talbot
State Parks Superintendent

DGT:al
Att.

NOTED
LLOYD P. SHAW

RECEIVED
JUL 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Area Investigation

William K. Riesland
Landscape Architect
June 28, 1966

Noted
D Talbot

NOTED
R. S. SHAFFER

NOTED
I. MCCOSH

ONTARIO INFORMATION CENTER - Malheur County

Examination was made of various sites located north of the Interstate Highway crossing of the Snake River near Ontario to determine a desirable location for a tourist information center. The following comments summarize the findings of this investigation.

I. Description of the Sites

A. Location

An area extending about five miles along the Interstate Highway north from the Snake River bridge was covered for the purposes of this investigation; in addition, consideration was given to the possibility of locating this facility on the Idaho Avenue Highway, U.S. 30 access, either east of the freeway or within the town of Ontario, to the west of Interstate 80N.

B. Terrain

Generally, the sites examined are flat, although some undulations do exist which would require drainage, filling, or similar solutions, to cross.

C. Soil

Sendy loam.

D. Utilities

Power is readily available at or near all of the sites examined and it would not be difficult to extend to any potential facility. A water source was not readily apparent; however, a municipal pipeline could be extended to several of the desirable areas, or the problem could be solved through digging a well.

II. Site Analysis

Generally, sites located along the Idaho Avenue entrance to Ontario were found undesirable because of the extensive commercialisation of the area; numerous street intersections, including access lanes to the Interchange; and because of anticipated future growth. Also, it should be noted that a State Highway building is already located near the Idaho Interchange, which has ample parking and could possibly function for this purpose if it were felt necessary. Therefore, the following sites are ones that were considered to have the greatest potential, all of which are located on the Interstate Highway.

Site 1 is located .3 of a mile north of the Snake River bridge. This site would require acquisition of a number of shacks which are located in this vicinity in order to construct such a facility. A screen planting contract is to be let soon for the purpose of screening out this slum condition, which exists right up to the highway right-of-way fence. Acquisition of 600 feet of right-of-way in this area would eliminate these unsightly conditions back to the nearest local road, and the screening material could be relocated to provide a backdrop for the information center. In addition, the site is felt to have the following desirable qualities. It would provide the earliest possible contact with highway users, as they enter the state from Idaho. Although sight distance for viewing the proposed facility is not too good on the approach because of vertical alignments, the land is elevated at the north end and would provide good sight distance for returning to the highway.

Development problems include several directional signs located along this section which partially obstruct the view, but they could be relocated to correct the situation. In addition, access to the site would require some fill construction because of the need for crossing a low, swampy area in the south end of the site.

Site 2 is located .3 of a mile north of the Idaho State Interchange. These lands are under state ownership for park purposes and thereby extend the existing highway ownership to the river. This site has some good qualities because of the existing vegetation, and because of future park developments which would lend itself to the character of such a facility. The land is on a level grade with the existing highway, and therefore would not require extensive filling or other improvements to gain access. However, there are at least three features of the site which make it undesirable for this purpose. The first is the extremely narrow condition of the site. The land is located between the highway and a flood channel or slough which empties into the Snake River, a short distance to the north. Available land does not measure over 150 feet in width from the present highway shoulder to the slough embankment. Second, although this type of facility could probably be easily incorporated into a park setting, development of this site would hamper future park developments in addition to eliminating usable park lands. Finally, the site is located just to the north of a highway curve and railroad overpass, and to the south of the Weiser Interchange, which could create some traffic hazards for access and egress.

Site 3 is located on the north shore of the Malheur River. This site is at present being used for farm purposes. The land is flat, with the exception of a small irrigation channel which crosses the area, and, although it is slightly below existing highway grade, it would be easily accessible. Some fill would be required to gain access to the site, but this is considered to be the only problem in the development. The terrain provides good sight distance for highway return. This site also has the advantage that it would serve all traffic on the Interstate route which would be collected from the Idaho Avenue and Weiser Interchanges. In addition, it would provide the best impression of Oregon to the tourist because there is no conflicting land uses on nearby lands, such as slums, industrial developments, etc.

SUMMARY

Although accessibility is of primary importance in the location of these information facilities, it is felt that some consideration must be given to the aesthetic values, particularly since this is the tourist's first contact with the state. Sites 1 and 2 are adaptable to the proposed usage; however, adjoining land use would tend to downgrade their desirability. In the case of Site 1, it is located in a slum area. Site 2 is located directly across the highway from an industrial site. Sites farther north were considered less desirable because the land rises sharply in elevation into rolling foothills, which would make the facility less visible to the highway traveler at high speeds.

RECOMMENDATION

Site 3 is recommended as the best location for the proposed information site. This site is beyond all changes in highway alignment. It will not only serve interstate traffic, but vehicles getting onto the Interstate Freeway at the Idaho Avenue and Weiser Interchanges. It will also afford an opportunity for return to Ontario through an interchange located a short distance to the north.

Salem, Oregon
May 20, 1966

Ontario Information Center

Mr. David G. Talbot
State Parks Superintendent

Attention: R. I. McCosh

The attached three sheets of hand-written notes have to do with the ground and improvements thereon adjacent to Interstate 80N and abutting that freeway on its easterly side, northerly from a rest area located in the State of Idaho, approximately one mile south of the center of the Snake River.

Thinking had been at one time that an information center could be located advantageously not far north of the Idaho Avenue traffic interchange; inspection in the field reflects otherwise. The land adjacent to the freeway at a point far enough north of the Idaho Interchange to permit an exit ramp is too narrow to develop for a satisfactory rest area.

I believe you will find in perusing the notes that two areas seem available insofar as terrain for location of ramps is concerned. A southerly location would be from approximately M.P. 1.49 (M.P. 0 being at the location of the Idaho Rest Area) to M.P. 2.0, the other would be from approximately M.P. 5.0 to M.P. 5.7.

Please have an evaluation made of these sites and any others that might appear satisfactory which I may have missed.

In regard to the more southerly site I mentioned, adequate width should be considered to remove a hodgepodge of shacks now located thereon and to properly readjust a portion of an existing street system. In considering sites adjacent to the freeway, remember that an entrance ramp will cause interrupted flow in the highway traffic for several hundred feet beyond the ramp terminus and that an exit should not begin until this turbulent area has been passed and some additional distance added as a safeguard.

I believe you will find that the ramp situation and the presence of an overhead structure south of Idaho Avenue limits the usefulness of the southerly site mentioned.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajv

Attachments

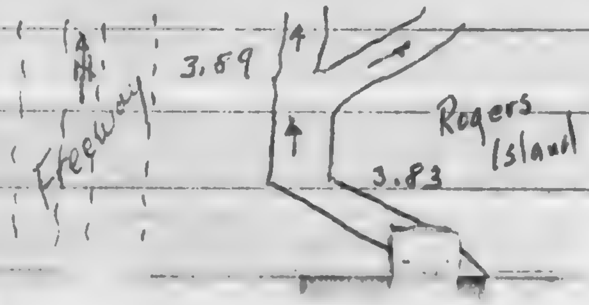
cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

North on Interstate 80N

May 12/1966

Notes for Info. Center

Speedometer Reading	
5.0 - 5.7	Flat ground ; most under cultivation ; -4 from grade ; well drained ; no buildings.
4.41	Large box culv. M.P. 409.52 ; begin exit ramp.
4.36	High ground about 10' wide ; channel from cross culvert about 40' from edge pavt.
4.23	High ground about 30' wide
4.19	High ground about 100' wide
4.05	High ground about 100' wide
3.89	Strip of high ground about 2½' below grade approx. 50' of width usable ; channel leaves toe of slope at approx 10° angle and channel splits forming island between freeway and Rogers island.



3.83	Rogers Island begins across channel
3.81	Main overflow channel at toe of hwy. fill.
3.75	slough at toe of slope; low land (-7 approx.) ahead.
3.60	End of fill; low land (-7 approx.) ahead.
3.50	Channel on Rt. leaves toe of slope
3.31	R.R. structure (Hwy over R.R.)
2.93	Begin fill
2.78	End of Idaho Ave. acceleration lane (on curve left.)
2.35	Idaho Ave structure
2.07	Structure (street above fwy) M.P. 411.75
1.85	street abutts R/W fence, angles approx 20° ahead and leaves R/W fence. Vacant land ahead between street and R/W as far as street crossing fwy. ahead.

1.82	Street abuts R/W fence; street at 90° comes in from east; end vacant property.
1.75	Vacant property begins
1.55	Begin low class improvement; fence and new garage (20x20) approx 140' from edge pavement; 8 shacks in area abutting R/W ahead.
1.49	Begin high ground (approx. same level as hwy).
1.48	Swale with cross culvert; land back of swale about -5 from pavt.
~~1.4~~ 1.22	Pond near R/W fence; flat land ahead -5 from hwy.
1.14	N. end Snake River Bridge
0.95	S. end Snake River Bridge
0.00	Idaho Rest Area latrine building, southbound side of freeway; no similar facility for northbound traffic.

NOTE
R. I. McC

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: April 27, 1966

In reply refer to: 08-35.2-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer By: G. R. Brooks
Salem, Oregon District Engineer

Shaw

SUBJECT: Oregon Project I-80N-8(13)371
Ontario Interchange-Idaho State Line Section
Screen Planting

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way has been acquired for occupancy and contractor's use, and further that control of access rights has been obtained with no utility adjustments involved, as indicated in Mr. Oakes' April 14 and Mr. Litchfield's April 19, 1966 reports.

You are authorized to proceed with contractor's flagging included in your estimate for $100.00.

Use of Article 102-1.3 Embankment Measure, is approved for use on this project.

orig to Young
w/encl.
5-9-66

The following Supplemental Standard Specifications are conditionally approved for use on this project:

Contract Time and Liquidated Damages	January 1966
Division I - General Requirements	April 1966
Division II - Part 4 - Structures	April 1966
Division II - Part 7 - Incidentals	January 1966

Inasmuch as our Washington office's review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of the review.

Mr. Young's April 21, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto as being in the public interest. Nonconcurrence by other appropriate public recreational or historical resources authorities has not been received. Prior to bid opening date you should advise this office of any clearance received or withdraw the project from the letting.

Attachment

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

* This affects the southerly area which may be considered for information center.

RS-223(6) N. Santiam River (Mehama) Br. 1971
Sec., Albany-Lyons Hwy. in Lyons.
#7550 (Structure & approaches)

[illegible]

[illegible] — AYR

[illegible] — CLA [illegible]

3/13/73 — ORA [illegible]

17

OREGON
HIGHWA

HIGHWAY BU

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Dale A.
Lyons-Mehama
P. O. Box 13
Lyons, OR 9

Dear Mr. Bilye

Reference
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Bridge Section

Since the s
agreed to waive
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from $7,191.11 t
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The State's shar
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engineering servi
are attached. Th
remains valid.

As previously
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to the terms of th
to be paid in four
ment is due on Janu

#7550 C 8

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 13, 1974

Mr. Dale A. Bilyeu, Chairman
Lyons-Mehama Water District
P. O. Box 134
Lyons, OR 97358

Final Project Cost
Water Line Relocation
N. Santiam River (Mehama) Bridge Sec.
Albany-Lyons Highway
Marion & Linn Counties

Dear Mr. Bilyeu:

Reference is made to our letter of March 11, 1974 which transmitted final project costs for the relocation of your water facilities conflicting with the construction of the North Santiam River (Mehama) Bridge Section of the Albany-Lyons Highway.

Since the submission of that data Clarke and Groff Engineers has agreed to waive the interest charges on past due payments for their engineering services. This results in a reduction of engineering costs from $7,191.11 to $6,998.12. The total construction costs remains as previously stated, $41,493.95 for a total project cost of $48,492.06. The State's share of the project cost is $24,212.88. The District's share of the project cost is $24,279.19. Revised final billings for engineering services and an updated Computation of Cost Distribution are attached. The other data supplied with our March 11, 1974 letter remains valid.

As previously stated, the District has made three annual payments to the State in the amount of $3,571, for a total of $10,713. This leaves a balance due the State of $13,566.19. This balance, according to the terms of the agreement between the District and the State is to be paid in four equal annual payments of $3,391.55. The next payment is due on January 1, 1975.

RECEIVED
MAY 13 1974
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

Your cooperation in accomplishing the relocation of your facilities to accommodate the subject project is greatly appreciated. If further information or clarification is required, please contact this office.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jrk
Enc.

cc: Clarke & Groff Engineers Inc.

bc: ~~R. L. Schroeder~~
V. E. Skoog
Attn: Jess Jones
C. O. Fredrickson
J. W. Valentine

755F

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 21, 1974

Mr. John K. McDonald
Clark & Groff Engineers Inc.
3276 Commercial St. S. E.
Salem, OR 97302

Billing for Engineering Services
Lyons-Mehama Water District
N. Santiam R.(Mehama)Bridge Sec.
Albany-Lyons Highway
Marion & Linn Counties

Dear Mr. McDonald:

Reference is made to our letter of March 11, 1974, which acknowledged receipt of your billing for engineering services to the Lyons-Mehama Water District, dated January 31, 1974.

Our Finance Section has reviewed the billings covering the period from June 27, 1971 through January 31, 1974.

In addition to the interest charge of $68.90 accepted from your billing dated January 31, 1974, the State must also take exception to the interest charge in the amount of $13.23 contained in your billing dated August 14, 1973, and the interest charge in the amount of $179.76 contained in your billing dated June 20, 1973. The exception to these interest charges in being taken for the reasons set forth in Paragraph 2 of our letter of March 11, 1974.

Certain items contained in your billing need clarification as follows:

1. Billing dated October 23, 1971-Numbers of hours and hourly rate have been omitted from this billing.
2. Billing dated August 26, 1972-Mileage and rate per mile have been omitted from the travel item in this billing.
3. Billing dated September 23, 1972-Mileage and rate per mile have been omitted in the travel item in this billing.

NOTED
R. L. SCHROEDER

RECEIVED
MAR 25 1974
Office of
Assistant State Highway Engineer

4. Billing dated December 23, 1972-Mileage and rate per mile have been omitted in the travel item in this billing.

Clarification of the four billings listed above at the earliest possible date will allow us to proceed with processing for payment. Copies of the four billings are attached for your convenience.

With the clarification of the four billings in question it now appears that the balance due for engineering services will be reduced to $1,843.08.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jrk
Attach.

cc: Lyons-Mahama Water District

bc: R. L. Schroeder
V. E. Skoog/ with att.
C. O. Fredrickson
J. W. Valentine

1557

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 11, 1974

Mr. Dale A. Bilyeu, Chairman
Lyons-Mehama Water District
P. O. Box 134
Lyons, OR 97358

Final Project Costs
Water Line Relocations
N. Santiam R. (Mehama) Bridge Sec.
Albany-Lyons Highway
Marion & Linn Counties

Dear Mr. Bilyeu:

Final billings of construction and engineering costs for the relocation of your facilities on the subject project have been received and forwarded to our Finance Section for processing. The following is attached for your information:

1. Final billing of construction costs
2. Complete and final billing of engineering costs
3. Summaries of Reimbursable Costs
4. Computation of Reimbursable Quantity under Item 1B, Trench Excavation and Backfill.
5. Computation of Cost Distribution

The attached Computation of Cost Distribution shows a total construction cost of $41,493.95 and total engineering cost of $7,191.11 for a total project cost of $48,685.06. The State's share of the project cost is $24,309.24. The District's share of the project cost is $24,375.82.

You have made three annual payments of $3,571, for a total of $10,713. This leaves a balance due the State of $13,662.82. This balance, according to the terms of the agreement between the District and the State, is to be paid in four equal annual payments of $3,415.70. The next payment is due on January 1, 1975.

RECEIVED
MAR 12 1974
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

If further information or clarification is required please contact this office.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jrk
Attach.

cc: Clark & Groff Engineers Inc.

bc: R. L. Schroeder
V. E. Skoog
C. O. Fredrickson
J. W. Valentine

1551

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 11, 1974

Mr. John K. McDonald
Clark & Groff Engineers Inc.
3276 Commercial St. SE
Salem, OR 97302

Billing for Engineering Services
Lyons-Mehama Water District
North Santiam River (Mehama)
Bridge Sec.
Albany-Lyons Highway
Marion & Linn Counties

Dear Mr. McDonald:

This is to acknowledge receipt on February 19, 1974 your billing for engineering services to the Lyons-Mehama Water District dated January 31, 1974. We take exception to the $68.90 interest charged on the balance of $1,571.07 brought forward from previous billing.

Your previous billing of August 15, 1973 was not forwarded by the Water District until November 19, 1973. The statement transmitted at that time gave only a total amount of $1,571.07 with no breakdown of the costs. Several telephonic requests were made in December 1973 for a breakdown of the costs contained in the statement received. On January 21, 1974 we received a transmittal memorandum from you stating that additional information of the billings was not available. On January 22, 1974 a letter was directed to you requesting the additional breakdown of the costs contained in the statement for $1,571.07. At our meeting on January 30, 1974 you supplied us with a breakdown of the costs incurred from July 25, 1971 through August 14, 1973. At that time I requested a breakdown of the costs incurred from June 27, 1971 through July 24, 1971. The breakdown of costs for the missing period were received on February 19, 1974 along with charges for engineering services rendered from August 15, 1973 through January 31, 1974. As you can see a sufficient breakdown of the costs required for processing the billing were not received until February 19, 1974. We therefore deny the interest charge in the amount of $68.90.

RECEIVED

NOTED
R. L. SCHROEDER

The corrected final billing in the amount of $2,036.07 is being forwarded to our Finance Section for processing of payment. A copy of the corrected bill is attached.

The audit statement requested of the Lyons-Mahama Water District is being forwarded to the District by a copy of this letter for their completion with a recommendation that they indicate the balance, as corrected, in the amount of $2,036.07.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jrk
Attach.

cc: Lyons-Mahama Water Dist.

bc: R. L. Schroeder✓
V. E. Skoog / with attach.
C. O. Fredrickson
J. W. Valentine

7550 3-11-74 **STATE COPY**

cc: OSHD (H S Coulter)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. RS-223(6)	2. COUNTY Marion	3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Construction of a 480 foot, 4 span prestressed concrete beam structure over the North Santiam River with grading and paving of approach roadways for an overall length of project of 0.56 miles. The project lies between the city limits of the City of Mehama and Lyons on the Albany-Lyons Highway in Marion County.

5. CONTRACTOR'S NAME Riverside Construction, Inc. and Richard Garland	6. CONTRACT AMOUNT $734,857.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

COPY SENT
MAR 11 1974
REGIONAL OFFICE

SIGNATURE (SHD Official)

TITLE Asst. Office Engr

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
STATE HWY ENGR
MAR 12 '74
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 44 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6203	0.42		X081	0.09

3-12-74
cy Const

NOTED
H.S. COULTER

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY P. V. Riedl	11. DATE OF INSPECTION 11-22-72
12. IN COMPANY WITH Al Baer, G. Wimer, Ken Wolfe, OSHD	

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE Original signed by P. V. RIEDL		16. SIGNATURE G. K. Hossner Original signed by G. K. Hossner Dist. Engineer	
14. TITLE	15. DATE 3-6-74	17. TITLE District Engineer	18. DATE MAR 11 1974

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

#7550

5

STATE OF OREGON
1859

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 22, 1974

Mr. John K. McDonald
Clark & Groff Engineers Inc.
3276 Commercial St.
Salem, OR 97302

Billing for Engineering Services
Lyons-Mehama Water District
N. Santiam River (Mehama) Br. Sec.
Albany-Lyons Highway
Marion and Linn Counties

Dear Mr. McDonald:

Lyons-Mehama Water District's letter of November 19, 1973, transmitted to us your statement of August 15, 1973, in the amount of $1,571.07. A copy of the letter and your statement are attached.

Your lump sum statement submitted to the Lyons-Mehama Water District is insufficient for payment by the State. It is assumed that the billing covers the period from June 27, 1971 through the date of the statement. Previous billing made to the District were detailed as to type of work, units and unit costs. Copies of your two previous billings are attached for your information.

Please supply the required breakdown of costs at the earliest possible date so that the State may reimburse the Lyons-Mehama Water District.

Very truly yours,

Jack M Cartwright

Jack M. Cartwright
Utility Office Engineer

RECEIVED
JAN 22 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

JMC:jly
Attach.

bc: H. S. Coulter
V. E. Skoog
C. O. Frederickson
J. W. Valentine

7550

STATE COPY

s

MONTHLY TRANSACTION NUMBER 10-50	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 10-24-73	STATE Oregon
PROJECT REPORT NUMBER 5		COUNTY Linn & Marion
MODIFICATION NUMBER 1		PROJECT NUMBER RS-223(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 14, 1971, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 838,893	$ 852,679
Federal Funds	$ 533,032	$ 541,790
Other revisions		

This modification is made for the following reasons:

to include price agreements with resultant increase in cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of October, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-659

p

Oregon State Highway Division

Federal Aid Project
No. RS-223(6)

N. SANTIAM RIVER (MEHAMA) BRIDGE SECTION

ALBANY-LYONS HIGHWAY IN LINN & MARION COUNTIES

Salem, Oregon, October 17, 1973

Revised Project Agreement Estimate

Type Code 6203
Roadway (Sta. 4+00 to Sta. 31+10)

Subtotal on previous estimate of April 8, 1971			$ 256,157.00
Additional Item			
P.A. 11 Furnish & Place Topsoil	806 cu.yds.	2.86	2,305.16
	Subtotal		$ 258,462.16
	Engr. & Cont.		34,891.84
	Subtotal		$ 293,354.00
City of Lyons share for diff. in PCc vs. ACC Walks	All Required		(975.00)
	Total		$ 292,379.00

Type Code X081
Structure #5338 (Sta. 12+15 to Sta. 16+95)

Subtotal on previous estimate of April 8, 1971			$ 484,520.00
Additional Items			
P.A. 9 Apply Linseed Oil Deck Sealant	3,154.65 sq.yds.	1.85	$ 5,836.10
P.A. 10 Additional Concrete	42 cu.yds.	91.27	3,833.34
P.A. 10 Additional Reinforcement	1,177 lbs.	0.1586	186.67
	Increase		$ 9,856.11
	Subtotal		$ 494,376.11
	Engr. & Cont.		66,723.89
	Subtotal		$ 561,100.00
Salvage Value of Old Bridge	All Required		(800.00)
	Total		$ 560,300.00

Length of Roadway - - - - - - 0.422 Mile
Length of Structure - - - - - 0.091 Mile
Total 0.513 Mile

Cost of Roadway Per Mile- - - $692,841.23

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$292,379.00	$185,776.00	$106,603.00
Structure	560,300.00	356,014.00	204,286.00
Total	$852,679.00	$541,790.00	$310,889.00

Group 1 - 100%

Contract No. 7550

Prefix: 124-1081

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.
4-32

PROJECT REPORT NO.
3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

4-14-71

STATE
Oregon

COUNTY
Linn & Marion

PROJECT NO.
RS-223(6)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR Ore 226 Lyons N. 0.48 mile [N. Santiam River (Mehama) Bridge Sec.]

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	3-3-71	.513
OTHER *(Specify)*		

FUNDS Pro Rata 63.54%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 838,893	$ 533,032

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G L Green
(Division Engineer)
for R. E. Simpson

Date executed by Division Engineer 1 4 APR 1971

FORM PR-2 (REV. 1-70)

PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division

Federal Aid
Project No. RS-223(6)

N. SANTIAM RIVER (MEHAMA) BR. SECTION

ALBANY-LYONS HIGHWAY, MARION & LINN COUNTIES

Salem, Oregon, April 8, 1971

Project agreement estimate.

Type Code 6203
Roadway (Sta. 4+00 to Sta. 31+10)

Mobilization	All Required		$ 70,000.00
Temporary Protection and Direction of Traffic	All Required		8,000.00
Clearing and Grubbing	All Required		25,000.00
Removal of Structures and Obstructions	All Required		10,000.00
General Excavation	7,500 cu.yd.	1.50	11,250.00
Toe Trench Excavation	140 cu.yd.	5.00	700.00
Trench Excavation	840 cu.yd.	2.00	1,680.00
Watering	220 M-gal.	5.00	1,100.00
Coarse Aggregate Base	1,020 cu.yd.	3.00	3,060.00
3/4" - 0 Aggregate Base	310 cu.yd.	3.50	1,085.00
Class B Asphalt Concrete Mixture	8,100 ton	6.00	48,600.00
Asphalt Cement in Mixture	525 ton	30.00	15,750.00
Reinforced Concrete Bridge End Panels	215 sq.yd.	25.00	5,375.00
18-inch Culvert Pipe	200 lin.ft.	4.20	840.00
12-inch Sewer Pipe	490 lin.ft.	3.50	1,715.00
15-inch Sewer Pipe	80 lin.ft.	3.70	296.00
18-inch Sewer Pipe	1,080 lin.ft.	5.70	6,156.00
24-inch Sewer Pipe	370 lin.ft.	12.00	4,440.00
18-inch Paved Culvert End Slopes	3 only	50.00	150.00
Concrete Manholes	2 only	500.00	1,000.00
Concrete Inlets, Type G-1 & G-2	12 only	200.00	2,400.00
Concrete Inlets, Type G-2MA	4 only	200.00	800.00
Guard Rail, Type 1	100 lin.ft.	4.00	400.00
Guard Rail, Type 2A	600 lin.ft.	5.00	3,000.00
Extra for Guard Rail Bridge Connection	4 only	150.00	600.00
Concrete Shoulder Terminals	4 only	800.00	3,200.00
Concrete Walks	1,500 sq.yd.	5.00	7,500.00
Concrete Driveways	310 sq.yd.	6.00	1,860.00
Concrete Curbs	130 cu.yd.	50.00	6,500.00
Extra for Asphalt Walks	900 sq.yd.	3.00	2,700.00
Loose Riprap, Class 700	500 cu.yd.	10.00	5,000.00
			$250,157.00

Flagging (60% of Contractor's Cost)	All Required	$ 2,500.00
Permanent Pavement Striping	All Required	200.00
Temporary Pavement Striping	All Required	100.00
Erosion Control	All Required	500.00
On Job Trainees ($0.80 per hr.)	All Required	1,600.00
Asphalt in Tack Coat	All Required	200.00
Seeding and Mulching	All Required	900.00
		$ 6,000.00
	Subtotal	$256,157.00
	Engr. & Cont.	34,581.00
	Subtotal	$290,738.00
City of Lyons' Share for diff. in PCC vs ACC Walks	All Required	(975.00)
	Total	$289,763.00

Type Code X081
Structure #5[illegible]3B (Sta. 12+15 to Sta. 16+95)

BridgeRemoval Work	All Required		$ 10,000.00
Shoring, Cribbing, Etc.	All Required		65,000.00
Structure Excavation	1,400 cu.yd.	6.00	8,400.00
Structure Excavation Below Elevation Shown	130 cu.yd.	10.00	1,300.00
Furnish HP 10 x 42 Steel Piling	900 lin.ft.	6.00	5,400.00
Drive Steel Piles	40 only	100.00	4,000.00
Splice Steel Piles	10 only	15.00	150.00
Class A Concrete (1,753 c.y.)	All Required		160,000.00
Seal Concrete	200 cu.yd.	25.00	5,000.00
Double Seal Expansion Joint	130 lin.ft.	100.00	13,000.00
100'/105' Bulb Tee Prestressed Beams	22 only	2,700.00	59,400.00
135'/140' Bulb Tee Prestressed Beams	22 only	3,600.00	79,200.00
Reinforcement (271,200 lb.)	All Required		43,000.00
Bearing Devices	22 only	150.00	3,300.00
Three Tube Metal Railing	986 lin.ft.	14.00	13,804.00
Pedestrian Handrail	969 lin.ft.	14.00	13,566.00
	Subtotal		$484,520.00
	Engr. & Cont.		65,410.00
	Total		$549,930.00
Salvage Value of Old Bridge	All Required		(800.00)
			$549,130.00

Length of Roadway - - - - - - - - - - 0.422 mile
Length of Structure (1) - - - - - - 0.091 mile
TOTAL - - - - - - - - - - - - - - - - 0.513 mile

Cost of Roadway Per Mile - - - - - $686,642.18

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$289,763.00	$184,115.00	$105,648.00
Structure	549,130.00	348,917.00	200,213.00
Total	$838,893.00	$533,032.00	$305,861.00

Group 1 - 100%

Contract No. 7550

Prefix 124-1081

N. Santiam River (Mehama) Bridge Section

RS-233(6)

City of Lyons' share for Difference in Cost of AC vs PCC Sidewalks

Material

Asphalt Concrete = .170 ton x $6.00 bid price =	$1.02	per sq.yd.
Asphalt in Mix = .01105 ton x 30.00 bid price =	0.33	per sq.yd.
	$1.35	
Bid price for placing A.C. walks	3.00	
Total	$4.35	sq.yd.

Bid price for P.C.C. walks	$5.00	per sq.yd.
Less cost of A.C. walks	4.35	per sq.yd.
Difference	$ .65	per sq.yd.

1,500 sq.yd. x $.65 = $975.00 to be paid by City of Lyons

N. Santiam River (Mehama) Bridge Section

Nonparticipating - State Work

Setting Mail Box Posts	9 only	20.00	$ 180.00
Mail Box Posts	All Required		100.00
P.P. and L. Co.	All Required		3,000.00
Lyons-Mehama Water Dist.	All Required		25,000.00
N.W. Natural Gas	All Required		250.00
			$ 28,530.00

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 19, 1971
Salem, Oregon

SUBJECT:

No. Santiam (Mehama) Bridge
Federal Aid Project No. RS 223(6)

To:

Mr. L. H. Young
Program and Planning Engineer
BUILDING

Attention: Mr. R. M. Chase
Federal Aid

The original plans and specifications for this project gave the contractor all of the material in the existing structure.

We are now advising the bidders by circular letter that they are to salvage and stockpile the 100 foot pony truss for future use. The truss contains an estimated 80,000 pounds of structural steel which has a salvage value of approximately one cent per pound or a total salvage value of $800.00.

Ivan D. Merchant

Ivan D. Merchant
Bridge Engineer

CAG/ag
Attachment

cc: C. G. Swenson

RECEIVED
MAR 19 1971
PROGRAM & PLANNING
DIVISION

chase

R. W. ELLISON

SP*52475-734

5

7550

May 29, 1973

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

Gentlemen:

A post-final payment for $18,600 will be made to Riverside Construction, Inc., and Richard J. Garland on Contract No. 7550 for work on the North Santiam River (Mehama) Bridge Section of the Albany-Lyons Highway in Marion and Linn Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $737,363.13 including the post-final payment. Of the total, $4,388.19 is for force account.

Very truly yours,

C. W. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc Riverside Construction, Inc., &
Richard J. Garland
P. O. Box 22048
Milwaukie, Oregon 97222

bc C. T. Kessey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
C. O. Fredrickson

5

7550

May 21, 1973

Riverside Construction, Inc. and
Richard Garland, Contractors
P. O. Box 22042
Milwaukie, Oregon 97222

Gentlemen:

Your request for a timeextension of 158 days on Contract No. 7550 for work on the North Santiam River (Mehama) Bridge Section of the Albany-Lyons Highway in Marion and Linn Counties has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 124 days applicable to both phases of the contract is granted which will delete all time liquidated damages.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
W. E. Sandquist
V. L. Gallagher

fw dpy

5

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
C. O. Fredrickson
V. E. Skoog
V. L. Gallagher
Gary Sund

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

7550

JAB:fw dpy

DATE May 21, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Request for Time Extension
North Santiam River (Mehama) Bridge
Albany-Lyons Highway
Contract No. 7550

The contractor for this project, Riverside Construction and Richard J. Garland, has requested an additional 158 calendar days to complete the contract work without assessment of liquidated damages. The project was completed November 21, 1972 with 124 days liquidated damages assessed at the rate of $150 per day for a total of $18,600. The contractor cites labor disputes, added work, abnormal winter floods, and delays caused by work performed by a utility company and Linn County as the reasons for his failure to complete the work on time.

Contract time was not counted for 34 days in June and July 1971, during a carpenters' strike. This time lost during good working conditions, along with added footing excavation early in the project, delayed the overall schedule the first season approximately six weeks. This in turn resulted in the contractor's work being further delayed during the winter months by flooding as, had the work been six weeks further along, the winter high water would have had little effect on the projects progress.

Work performed by a utility adjusting power lines did affect the contractor's schedule, but work performed by Linn County hauling the old bridge truss caused no delay to contract work.

Based on the above, I have granted the contractor a 124-day extension of contract time which deletes all liquidated damages. This is a Federal-aid Secondary project and does not require the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the May 29 meeting.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7550 Contractor Riverside Construction & Richard J. Garland

Highway Albany Lyons (226)

Section Mehama Bridge

Kind of Work Grading, paving, and structures.

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 124 days because of after effects of carpenters strike during good working conditions delaying substructure work into winter high water periods and utility relocation work.

Recommended for Approval:

Harold Winer
Division Engineer

Construction Engineer or ~~Bridge Engineer~~

~~Asst~~ State Highway Engineer

Contract No. 7550

Project designation RS-223(6)
State-Federal

Date awarded March 30, 1971

Work started April 20, 1971

Per cent completed 100% November 21, '72
Date

No. of Workdays Allowed A 420 cal days B 450 cal days

No. of Workdays Used A & B 544

No. of Added Workdays Requested A 158 B 98

E—890 (Rev.)—526—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of CALENDAR ~~Workdays~~
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 14, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of calendar ~~workdays~~ from 420 days to 578 days, within which to complete our Contract No. 7550, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the calendar ~~workdays~~ during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached.

Respectfully submitted,

Riverside Construction & Richard J.Garland
Contractor

By Richard J Garland

CONSENT OF SURETY

Date January 2, 1973, 19

We, UNITED PACIFIC INSURANCE COMPANY AND GENERAL INSURANCE COMPANY OF AMERICA co-sureties, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY
By L W Neff
Attorney-in-fact
(L. W. Neff)
MANSFIELD & CO.
By L W Neff
Resident Agent

GENERAL INSURANCE COMPANY OF AMERICA
By L W Neff
L. W. Neff Attorney-in-fact
(SEAL)
MANSFIELD & CO.
By L W Neff
Resident Agent

FORM E-30

cok
HSC

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 14, 1973

TO H. S. Coulter
Assistant State Highway Engineer

FROM John Bond John A. Bond
Construction Administration Engineer

SUBJECT Extension of Time
Contract 7550
N. Santiam River (Mehama) Bridge
Albany-Lyons Hwy.
Marion and Linn Cos.

The contractor on the subject project has requested an extension of time. Attached are the contractor's request, an analysis by Gerald Wimer, and supporting data. Mr. Wimer recommends granting a sufficient extension to waive all liquidated damages. This office concurs in that recommendation and has prepared the attached letter to the Commission for Mr. Klaboe's signature.

The contractor cites abnormally high floods as the major cause of delay to the project. It should be noted that his supporting data prepared by the U. S. Geological Survey gives the average daily discharge and not the peak flow during the day. The flows listed for the 1971-1972 season are peak flows, and those for all other years are the maximum daily average. Comparing the flood of November 26, 1971, with peak flows of other years indicates this flow was not abnormal. We have indicated these peak flows on Mr. Wimer's flood data tabulation.

The higher peak flows have little effect on Mr. Wimer's analysis as it was based on the January, 1972, flood which was abnormally high. The January flood was the second highest in the last sixteen years.

This office analyzed the effects of the delays to the project by a different approach than did Mr. Wimer, but we reached the same conclusion. Our analysis is based on the theory that delays to some construction items caused delays later in work performed on related items. All delays on the critical path are granted full extension regardless of whether work has progressed on noncritical items.

RECEIVED
MAY 18 1973
Office of
Assistant State Highway Engineer

1a. The carpenters' strike in June and July of 1971 delayed all bridge work for thirty-four (34) days. The contractor was not assessed day charges during these periods but the delay affected Item 1d.

1b. The additional excavation at Bent No. 4 footing was on the critical path and the contractor should be granted an extension for all the delay. The 14 days requested, however, appear to be excessive, and we concur in the Region's allowance of 7 days for this work.

1c. The power-line conflict delayed the pile driving for two days. As the crane used for driving pile was also used to perform the excavation, this delay was critical.

1d. The flood that occurred on November 26, 1971, washed out the major portion of the contractor's work trestle. As noted above, the contractor's schedule had been altered by circumstances beyond his control for a total of 43 days. As the excavation at Bent 2 was nearly complete, the contractor had approximately six weeks or 42 days of work remaining before the work trestle would not be needed. This is based on the assumption that one week would be needed to form and place rebar and concrete in the footing; one week to form and place rebar and concrete in the column; two weeks for concrete curing; and two weeks to set beams. An elapse of 136 days occurred before repairs could be made. (The contractor's request listed this elapsed time as only 105 days.)

We feel the delay due to flooding was a result of earlier delays. If the contract work had been six weeks nearer to completion, the high water would have had little or no effect on the completion date. The contractor was able to perform four weeks of the work itemized above, and had only to set the beams when the repairs were completed. We, therefore, feel that the contractor should be granted a 108-day extension for this delay.

2. We concur in Mr. Wimer's conclusion that 12 days be allowed for this work.

3. The waterline conflict appears to affect the critical path, and we, therefore, feel the contractor should be granted the full seven days.

4. & 5. We concur that no time should be allowed for these two items.

6. The extra work cited in the contractor's request does not appear to be on the critical path. Added work would require supervision and equipment that could cause a loss of efficiency to critical work. We, therefore, feel some time should be allowed for extra work. The cost

of all extra work not considered a direct delay totals 4.76% of the original contract amount. A like percentage increase in contract time would amount to 20 days. We, therefore, concur in the Region's recommendation of 20 days for miscellaneous extra work.

7. We concur that there was no delay in the project due to the work performed by the County in removing the old truss.

(1) We feel the additional grading work did not directly delay the project, and the 20 days allowed for extra work on Item 6 should be adequate to cover overruns of noncritical items as well.

(2) We disagree with Mr. Wimer's contention that an extension should be granted for holidays when no stop work order was issued. We feel these stop work orders are issued to protect the public and not to benefit the contractor. We agree that contractors do benefit by such stop work orders, but where the contractor's work is not in conflict with holiday traffic there is no basis for such an order or for an extension of time.

The total number of delays to the project, based on our analysis, is 156. We, therefore, agree all liquidated damges should be waived.

WR/ag

cc: V. L. Gallagher

RIVERSIDE CONSTRUCTION, Inc.
&
RICHARD GARLAND, CONTRACTORS
P. O. Box 22042 • Milwaukie, Oregon 97222
Phone: 659-0055

December 14, 1972

REQUEST FOR INCREASE IN THE NUMBER OF WORKDAYS

We respectfully request an increase in the number of calendar workdays on Contract #7550 as follows:

1. Completion date A from 420 to 578 days for reasons listed under statements 1, 2, 3, 4, 5, 6, and 7 (~~208~~ days). 204

2. Completion date B from 450 to 548 days for reasons listed under statements 1, 2, 3, 4, and 7 (~~187~~ days). 183

On the following pages are listed seven statements stating the reasons for this project being delayed. Also attached are the U. S. Department of Interior Geol. Survey discharge readings for the North Santiam River at the Mehama gage for the water years 1966 through 1972. These charts show that bridge building activities could be carried out during the late fall, winter, and early spring during normal years and that this period for 1971-72 was not normal. Below is a summary of maximum flow for the months of Nov., Dec., Jan., Feb., and March 1966 through 1972.

MAXIMUM FLOW IN C.F.S.

YEAR	NOV.	DEC.	JAN.	FEB.	MARCH
1971-72	21,250	17,850	42,000	15,150	19,500
1970-71	13,300	9,600	15,300	7,270	8,260
1969-70	4,580	8,550	14,900	14,000	4,880
1968-69	11,800	10,800	12,400	4,560	5,480
1967-68	8,200	7,900	8,120	13,700	5,290 (5,690)
1966-67	11,700	13,600 (13,100)	5,720 (9,720)	7,140	2,920
1965-66	7,680	6,280	12,800	2,300	8,500

The work trestle and cribs for this project were designed for a flow of 16,100 C.F.S. or a gage height of 8.0 feet.

Although this project was not completed to the letter of the specifications until November 21, 1972, substantial completion occurred September 28, 1972. At that time the roadway was paved, and curbs and drainage were complete with traffic using the entire roadway width throughout the project length.

On August 23, 1972 traffic was routed over the new bridge and traffic on Highway 226 had a much improved route over the existing.

1. a. The work on the structure portion of the Mehama bridge was stopped by a strike of the Carpenters' Union from June 28, 1971 until July 13, 1971 and from July 20, 1971 until August 8, 1971, or 34 calendar days.

   b. The footing elevation at Pier #4 was lowered to 4 ft. below that shown on the plans so that footing would be founded on solid rock. This delayed all other work because of the sequence of work (as shown on the critical Path), or 14 calendar days.

   c. The three east piles at Bent #5 could not be driven to bearing with piles as ordered for Bent #5, but had to be cut and spliced during driving because the 12,000 volt powerline, located directly over Bent #5, was not relocated by Pacific Power and Light Co. until September 1972, a delay of 2 calendar days.

   d. The effect of these delays (50 calendar days--a, b, and c) was to force completion of the substructure during the fall, winter and spring of year 1971-72.

   On November 26, 1971 high water destroyed the major portion of the work trestle built for access to Pier #2 and damaged the crib at Pier #2. High water in Dec., Jan., Feb., and March did further damage and prevented the work from progressing. The structure excavation at Pier #2 was completed on November 24, 1971, but Pier #2 was not completed and the work trestle could not be replaced, so prestressed beams' erection could not begin until April ~~14~~, 10 1972. RJa This was an elapse of ~~109~~ 105 RJa calendar days, but only 20 calendar days' work was accomplished, a delay of ~~89~~ 85 RJa calendar days.

   The total delay of Para. a, b, c, and d is 139 calendar days.

2. Failure of Pacific Power and Light Co. to relocate their 12,000 volt line (which paralleled the existing Mehama bridge) until September 18, 1972 caused a delay of 25 calendar days, because the existing bridge could not be removed in the area of Bent #5 and the slopes could not be finished nor could riprap be placed. This also delayed the removal of the 100-ft. pony truss span and the main 240-ft. span.

3. The Lyons-Mehama Water District's 10-inch pipeline was so located by their engineers in the east one-half of the toe trench that this pipeline had to be protected with a concrete pad before riprap could be placed, a delay of 7 calendar days. The location of this line was not discovered until the toe trench was excavated and the toe trench could not be excavated until the timber spans of the existing bridge were removed.
4. A conflict of space for work area existed at Bent #5. The riprap at Bent #5 (southeast side) could not be placed until much of the existing bridge was removed (riprap placing at Bent #5 was the last operation before completion), a delay of 20 calendar days.
5. Rain delayed the paving operation as directed by the engineer on August 17, 18, 19, and 20, 1972 and September 28, 1972, a delay of 5 calendar days.
6. The addition of extra work orders for (a) paved approaches, (b) topsoil on slopes, (c) tapers at the south end of the project, and (d) minor drainage required 21 additional calendar days at the end of the project.
7. Failure of Linn County to pick up the 100-ft. pony truss span on November 1, 1972, as promised, until November 3, 1972 caused a 2-calendar day delay. This truss was to be stockpiled as directed by the engineer. (On their truck November 1, 1972.)

5

7550

April 6, 1973

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

General Insurance Co. of America
Portland Service Office
1300 S. W. First
Portland, Oregon 97201

Gentlemen:

On April 2, 1973, we wrote to you concerning release of final payment on Contract No. 7550 awarded to Riverside Construction, Inc., and Richard J. Garland for work on the North Santiam River (Mehama) Bridge Section of the Albany-Lyons Highway in Marion and Linn Counties.

Final payment on this contract is $1,000 and the total contract amount is $734,743.13. No work was performed under force account.

Very truly yours,

C. W. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. M. Graham, Assistant Secretary

hs

cc Riverside Construction, Inc.
and Richard J. Garland
P. O. Box 22042
Milwaukie, Oregon 97222

bc C. T. Kenney
Walt Hart
V. E. Skoog
Attn: Dick Beck
C. O. Fredrickson
J. E. Verstoeg

OREGON STATE
HIGHWAY DIVISION

7550

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 30, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7550, Work Completed November 21, 1972

Project N. Santiam River (Mehama) Bridge

Highway Albany-Lyons, Counties Marion & Linn

Type of Work Grading, Paving and Structure

Contractor Riverside Construction, Inc. & Richard J. Garland

Recommended Acceptance Date March 29, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on April 17, 1973 for your formal concurrence.

VG:dqk

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart
V. Gallagher, File

7550

March 13, 1973

Oregon State Game Commission
P.O. Box 3503
Portland, Oregon 97208

Attention: John W. McKean
Director

5h

3-6-73

MISC. CONTRACTS and
AGREEMENTS No. 5685

#7550

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning a public boat launching ramp on the North Santiam River adjacent to the Albany-Lyons Highway at the Mehama Bridge in Linn County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conf. agree. att.)

7550

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 21, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Boat Ramp Agreement
N. Santiam River (Mehama) Bridge
Albany-Lyons Highway
Linn County

Presented for your consideration at the March 6 meeting will be an agreement with the Oregon State Game Commission concerning a public boat launching ramp on the North Santiam River adjacent to the Albany-Lyons Highway at the Mehama Bridge.

The agreement stipulates that the Highway Commission will prepare all plans, obtain all necessary easements, and construct the facility in its entirety. Upon completion of construction, the Game Commission is to operate and maintain the facility for use by the general public. The work will be performed by State Forces and financed by issuance of a State Force Order in the amount of $1,987.15 charged to the existing construction contract No. 7550.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
D. H. Moehring
J. B. Boyd
C. T. Keasey
H. S. Cox

C. O. Fredrickson
Gary Ross
Gary Sund

MCH:ljt dpy

7550

5

FORM 6-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: North Santiam River (Mehama) Bridge

WEEK ENDING: February 3, 1973

SECTION PREFIX: 124-1081

HIGHWAY: Albany - Lyons

COUNTY: Marion - Linn

NAME OF JOB: North Santiam River (Mehama) Bridge

KIND OF WORK: Structure - Grading

CONTRACTOR: Riverside Const. Inc. & R. J. Garland

CONTRACT NUMBER: 7550

FEDERAL AID PROJECT NUMBER: RS 223(6)

DATE OF CONTRACT: March 30, 1971

DATE WORK STARTED: April 20, 1971

ESTIMATED COMPLETION DATE: A 11/21/72 B 11/21/72

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 420-450

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED

PERCENT OF TIME ELAPSED: A 129.5% B 120.9%

PROJECT AUTHORIZATION $ 872,249.94

EXCLUSIVE OF ENGINEERING $ 803,021.31

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 803,021.31

ESTIMATED PERCENT OVERRUN / UNDERRUN ____ %

ENGINEERING AUTHORIZATION $ 69,228.63

ENGINEERING COST TO DATE $ 87,250

PERCENT OF AUTHORIZATION 126.0 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99%

DATE PROJECT WAS COMPLETED: November 21, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.45	0.45			0.45
MILES PARTIALLY COMPLETED	0.45	0.45			0.45
MILES COMPLETED	0.45	0.45			0.45
TOTAL ESTIMATED QUANTITIES (CONTRACT)	7,500 cy	1,330 cy			8,100 tons
TOTAL QUANTITIES CORRECTED TO DATE	11,980 cy	1,190 cy			8,090 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	11,980 cy	1,190 cy			8,090 tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Work Completed				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO	533-B							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
Jan. 28 SUNDAY	Fair			Rec'd 2/2/73
MONDAY 29	Overcast			
TUESDAY 30	Rain			BEN GIFFORD
WEDNESDAY 31	Overcast			
Feb. 1 THURSDAY	Partly Cloudy			
FRIDAY 2	Overcast			
SATURDAY 3	Rain (est)			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

January 28 SUNDAY	No activity
MONDAY 29	No activity
TUESDAY 30	No activity
31 WEDNESDAY	No activity
February 1 THURSDAY	No activity
FRIDAY 2	No activity
SATURDAY 3	No activity

REMARKS

All work has been completed. The Handrail was completed Jan. 29, 1973. Expect to submit the semifinal estimate Feb. 6, 1973.
The contractor still has not submitted his letter saying that he has sent in all papers pertaining to the project, therefer the 3rd notification has not been sent in.

FINAL REPORT

SIGNED W. E. Sandquist, Res. Br. Engr. LOCATION Salem, Oregon

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 378-6511
7550

December 21, 1972

Lyons-Mehama Water District
P.O. Box 134
Lyons, OR 97358

ATTENTION: Mr. Dale A. Bilyeu
Chairman

RE: Receipt of Payment
Water Line Relocation
N. Santiam River (Mehama)
Bridge Section
Albany-Lyons Highway
Marion and Linn Counties

Gentlemen:

This is to acknowledge receipt of your check, No. 177, in the amount of $3,571.00 as the second annual installment of the repayment of funds advanced the District for the relocation of water facilities in conflict with the subject project.

By a copy of this letter, your check is being forwarded to our Accounting Section for further processing.

Very truly yours,

T. W. Litchfield
Railroad and Utility Engineer

By

NOTED
F. B. KLABOE

Jack M. Cartwright
Utility Office Engineer

JMC:jly

bc: ~~F.~~ B. Klaboe
V. E. Skoog w/check
J. B. Boyd
W. E. Sanquist
J. W. Valentine

RECEIVED
STATE HWY ENGR
DEC 21 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
DEC 13 1972
FOR FILING

7551

124-1081

S

City of Lyons

LYONS, OREGON 97358

8 December, 1972

REGION 2 ENGINEER
RECEIVED
DEC 13 1972
[✓ RE] [✓ RCE] ☐ RME ☐ RTE [✓ ROE]
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

State Highway Division
State Highway Building
Salem, Oregon 97310

ATTENTION: Walter E. Sandquist, Resident Engineer

Dear Mr. Sandquist:

The Lyons City Council is very satisfied with all work completed on the Lyons-Mehama Bridge Project. The construction seems to be of superior quality. The improvement to the community is of a magnitude difficult to express in words.

All areas of the contract have been carried out and the finished project meets with everyones approval.

Very Truly Yours,

Dennis R. Clipfell, Mayor
by
Evelyn L. Mormon
(Mrs.) Evelyn L. Mormon
Recorder

cc: Programming
Construction
County-City
Secretary ✓

NOTED
C. W. HEAD

RECEIVED
1972
FOR FILING

7550

RECEIVED
STATE HWY ENGR. 1081 5
NOV 21 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Cl | Act | File

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 17, 1972

To: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: Proposed Boat Ramp
N. Santiam R. (Mehama Bridge)
Albany-Lyons Highway
Marion-Linn Counties
Contract 7550

Transmitted is the following data for a boat ramp on the south bank of the North Santiam River at the above location. This boat ramp has been the subject of previous discussions and is intended to replace a facility that existed in this location when we began construction.

1 Roll - Plan and Profile
1 Sheet - Surfacing Calculation Sheet
4 Sheets - Estimate of Cost
2 Sheets - Order for State Force Work

Mr. K. D. Wolfe, Resident Engineer, has contacted the Lyons-Mehama Water District and they are agreeable to a small parcel of additional right-of-way for this ramp; the only stipulation being that it be fenced to discourage trespass on their remaining property as valves and other installations are adjacent to this ramp.

Mr. Wolfe has also contacted Mr. Wayne Haug of the Oregon State Game Commission and they are agreeable to the general program and will proceed to make additional agreements with the Marion County Parks Department upon receipt of our plans.

I believe that this boat ramp should be drawn on a federal aid sheet in order that it be a proper attachment for the easements and the agreements that must be made with the other agencies involved. Also please have prepared the easement documentation. There is adequate information on the plan for this purpose.

Mr. Tom Edwards, after discussions with the local people, instructed me to provide a State Force Order for doing this work. We would intend to do this work in the spring after the river level drops. A copy of the State Force Order is attached for your approval.

J B Boyd
J. B. Boyd
REGIONAL ENGINEER

NOTED
F. B. KLABOE

CC: F. B. Klaboe ✓
Ken Wolfe

CTION Boat Ramp (Mehama Bridge Section)
GHWAY Lyons - Mehama Highway

ESTIMATE OF COST

11/9/72

SHEET 1 OF

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST		TOTAL COST
1	3/4"-0	C.Y.	70	7	77	$ 4	00	$ 308.00
2	Class "C" Asphalt Concrete Mixture	Ton	97	10	107	10	00	1070.00
3	Motor Grader 23,001 Lb. To 27,000 Lb.	Hr.	8	1	9	15	10	135.90
4	Operator.	Hr.	8	1	9	8	17	73.50
5	24" Culvert Pipe	L.F.	26	3	29	8	50	249.50
6	Trench Excavation	C.Y.	4	1	5	5	00	25.00
7	Ditch Excavation Unclassified	C.Y.	2	1	3	3	00	9.00
8	Type 2 Fence	L.F.	140	15	155	0	75	116.25
						Total		1987.15

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NOV [illegible] 1972
FOR FILING

7550

5

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1972

NOTED
A. E. JOHNSON

To: MEMO ~~TO~~ THE FILES

SUBJECT: Pier Removal
N. Santiam River (Mehama) Bridge
Albany-Lyons Highway

Mr. Ted Kuenzi, Assistant Director of Public Works, Marion County, phoned requesting that we leave the pier on the north side of the Santiam River. He said that the abutting property owners had petitioned him to intercede with the State as they understood this was to be removed shortly.

They believe that the presence of the pier lends stability to the river bank in this area. I could see no reason that we were removing the pier except for purely aesthetic reasons.

Mr. Kuenzi said that the property owners would be responsible for planting ivy or some other plants around the pier and he believed that this pier blended in fairly well with the vegetation adjacent to this pier and would not be objectionable. He said that the County would furnish us a letter immediately requesting this change.

I consulted with Mr. Walt Hart who also believed that we could leave the pier. I proposed to Resident Engineer Ken Wolfe that we determine the value of the removal and make arrangements with the contractor to leave the pier in position. I will submit a price agreement as soon as it is prepared.

J B Boyd
J. B. Boyd
REGIONAL ENGINEER

JBB/jc

cc: A. E. Johnson ✓
Walt Hart
Ken Wolfe
Floyd Lacey

RECEIVED
NOV 15 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
NOV 22 1971
FOR FILING

RS-223(6)
2550

Salem, Oregon
November 22, 1971

Mehama Bridge Section
Albany-Lyons Highway

J. B. Boyd
Regional Engineer

Attention Gerald Wimer

In your letter of November 3 to Ivan Merchant, you have requested approval to extend the subject project to the intersection with the North Santiam Highway.

Since the extension involves additional right-of-way and would involve another hearing, your request is denied.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ja

cc R. L. Porter
Tom Edwards
Ivan Merchant

124-1081

FORM E-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 3, 1971

SUBJECT: Project Extension
Mehama Bridge Section
Albany-Lyons Highway

To: Ivan Merchant
BRIDGE ENGINEER

The subject project ends within one block of the North Santiam Highway. For continuity purposes, this remaining block should also be curbed.

A portion of the easterly side of this block is already curbed arrangements to curb the balance of the easterly side were previously made.

To curb the westerly side of this remaining block will require additional right of way and/or a retaining wall. Comparative estimates of cost have been prepared by Assistant Resident Engineer Arlin Bedell. His October 29 letter of analysis, comparative estimates of cost, and a sketch map are attached. Also attached is a right of way estimate by Right of Way Liason Agent D. A. Terbell.

By acquiring right of way from Fred Lindemann at an estimated cost of $500, the curb and sidewalk could be constructed on the westerly side at a total cost of $6,042.00, including right of way cost. This would still leave $12,000 in the contingency fund.

Your approval of this desirable extension is requested.

Assistant Right of Way Engineer J. R. Oaks advises that this proposed right of way acquisition is outside the limits of the original hearing offer, but since nobody requested a hearing and Klaboe approved the original design, there should not be any need for a further hearing.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

cc Walt Sandquist
Art Duffy

Cont Amt 779857
auth ~~[illegible]~~ 872,250

RECEIVED
NOV 9 1971
BRIDGE DIVISION

SP*82479-734

12-4-1081

FORM E-30 (12-67)

REGION 2 ENGINEER
RECEIVED
OCT 1 1971
[✓ ☐ RE] [✓ ☐ RCE] ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon.
October 1, 1971

SUBJECT: Mehama Bridge Section
Albany-Lyons Highway
Marion County side

To: Mr. Gerald Wimer
Region Construction Engineer
East Salem Highway Building
Salem, Oregon 97310

BUILDING

The Right of Way cost estimates on the economic study requested are as follows, per use of the strip map supplied, site inspection, discussion with the owner Fred Lindermann and information regarding extent of Right of Way needs from Arlin Bedell Assistant Engineer to Ed Hall.

Permanent Easement; 8 foot strip in width, across easterly side of subject lot 144 feet plus or minus in length = $500, due in part to grade change to driveways. All information received indicates this will miss the carport and this estimate is so based. It appears this will miss the north end of the car port by 1.5 feet and the south end of same by 0.5 feet.

If the car port is within the permanent easement area, the Right of Way cost estimate is $2,500, the estimated cost of the loss of land use and re-establishment of car port elsewhere on the lot and necessary changes to plot plan and floor plan to house.

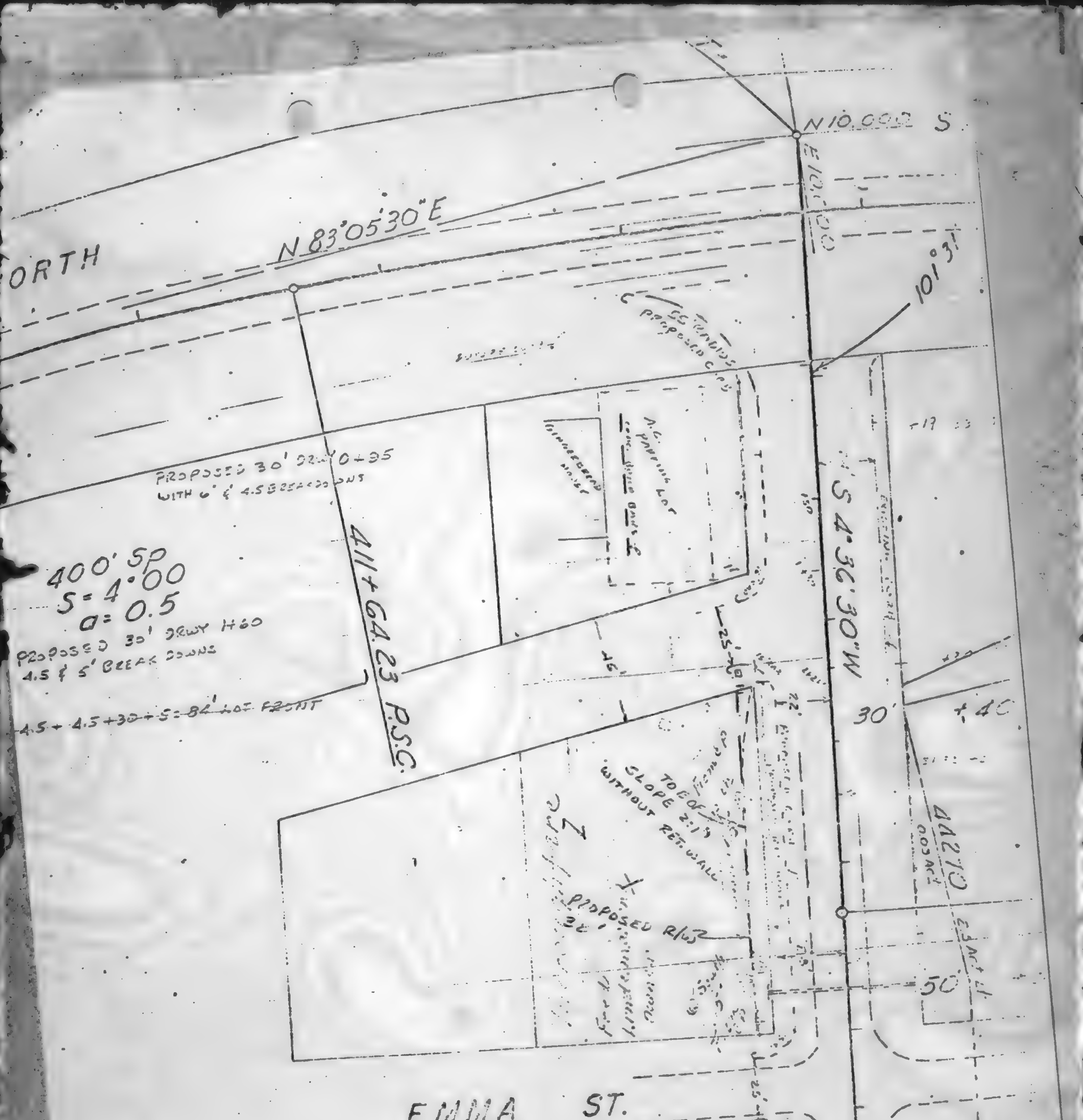
If the retaining wall is constructed, Mr. Lindemann will give to the State, gratis, a 5 foot temporary work easement. In any event, the Right of Way cost for the temporary work easement would only be minimal. The paper work would exceed the Right of Way cost. I suspect a Permit of Entry would suffice in lieu of a Temporary Easement.

D. A. Terbell
D. A. TERBELL
R/W Liaison Agent

DAT:pc
cc D. H. MOEHRING
R. J. HENRY
ED HALL

RECEIVED
NOV 9 1971
BRIDGE DIVISION

cc [illegible]
cc Arlin Bedell — Come in with your construction estimate & submit w/ plan and your [illegible]
10-6-71 HW


ORTH
N 83°05'30"E
N10,000 S
E10,000
101°31'
55 RADIUS PROPOSED CURB
PROPOSED 30' DRWY 0+95
WITH 6' & 4.5 BREAKDOWNS
400' SP
S=4.00
a=0.5
PROPOSED 30' DRWY 1+60
4.5 & 5' BREAK DOWNS
4.5+4.5+30+5=84' LOT FRONT
411+64.23 R.S.C.
S 4°36'30"W
25'
46'
22'
30'
+40
TOE OF SLOPE 2:1 WITHOUT RET. WALL
PROPOSED R/W
44270
0.03 AC±
50'
EMMA ST.
25'
3/4" I.P.
50'
House
44272

FORM E-30 90M 9-63 49807

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 29, 1971

SUBJECT: Mehama Bridge Project

To:
Mr. J. B. Boyd
Region II Engineer
EAST SALEM HWY BUILDING

Att: Mr. G. W. Wimer

Herewith please find the estimate of quantities for the northerly extension of Contract No. 7550, FAP No. RS 223(6) on the west side of the Albany - Lyons Highway. The extension is 350 feet in length, from Station 4+00 back to 0+50. 644 cubic yards of embankment are necessary between Stations 2+25 and 3+70, if 2:1 slopes are used, to widen the roadway for curb and sidewalk to match the project typical section. This makes necessary the purchase of a strip of R/W eight feet in width from Station 2+25 to Station 3+70. The R/W office estimates the cost of this to be $500.00.

355 lineal feet of Type "C" curb would be built and 355 lineal feet of five foot wide A.C. sidewalk. At Station 3+50 right, the widening of the roadway will cover the outfall of an existing 18" culvert and at Station 3+69 will cover the inlet of another 18" culvert. This will require two shallow cast in place manholes and an 18" culvert connecting the manholes.

Attached is an estimate of quantities and cost for the above. Also, an estimate of quantities and costs for constructing the same section using a retaining wall is attached. This alternate would eliminate the need for R/W purchase, the two manholes, and about one-half of the embankment but costs $1,334 more.

The owners of the Gingerbread House will have to be contacted to issue them two road approach permits thirty feet in width at Stations 0+90 right and 1+60 right.

Also enclosed is one roll of cross-sections and one R/W map used as a detail map.

Arlin M. Bedell
Arlin M. Bedell
Ass't. Resident Engineer

CONTRACT NO. 7550
F[illegible]

File # 2

ORFGON STATE HIGHWAY DIVISION

MEHAMA BRIDGE PROJECT EXTENSION (WEST SIDE) 4100 BK

AMB 10-8 71

①	EMBANKMENT IN PLACE	644 CU. YDS	@ 2.00	$ 1288.00
②	A.C. IN SIDEWALK	19 TONS	@ 6.00	114.00
③	12" SEWER PIPE	50'	@ 4.20	210.00
④	18" SEWER PIPE	18'	@ 5.70	102.60
⑤	2 CONC. MANHOLES (CAST IN PLACE, SHALLOW)		@ $350.00	700.00
⑥	CLASS 'C' CURB (355')	11 CU. YDS	@ 50.00	550.00
⑦	EXTRA FOR A.C. WALKS	177 SQ YDS	@ 3.00	531.00
⑧	CLASS 'B' A.C.	187 TONS	@ 6.00	1122.00
	TOTAL			4618.00
	+20 %			924
	GRAND TOTAL			5,542.00

R/W	500.00
	6042.00

FORM E-103

OREGON STATE HIGHWAY DIVISION

EARTHWORK COMPUTATION SHEET

SECTION MEHAMA BRIDGE HIGHWAY ALBANY - LYONS LINE

SHRINK OR SWELL FACTOR

PREFIX NO. 124-1081 CONTRACT NO.

STATION		AREA CUT	AREA FILL	VOLUME CUT	VOLUME FILL	ADJUSTED FILL VOLUME	SUMMATION
2+16			0				
					9		
+25			55				
					69		
+50			93				
					185		
3			106				
					242		
+50			154				
					108		
+69			153				
					31		
+80			0				

PAGE TOTAL		644
SUB.TOTAL		

IBM NO.

PAGE NO

SP*52559-734

Plan #1

OREGON STATE HIGHWAY DIVISION

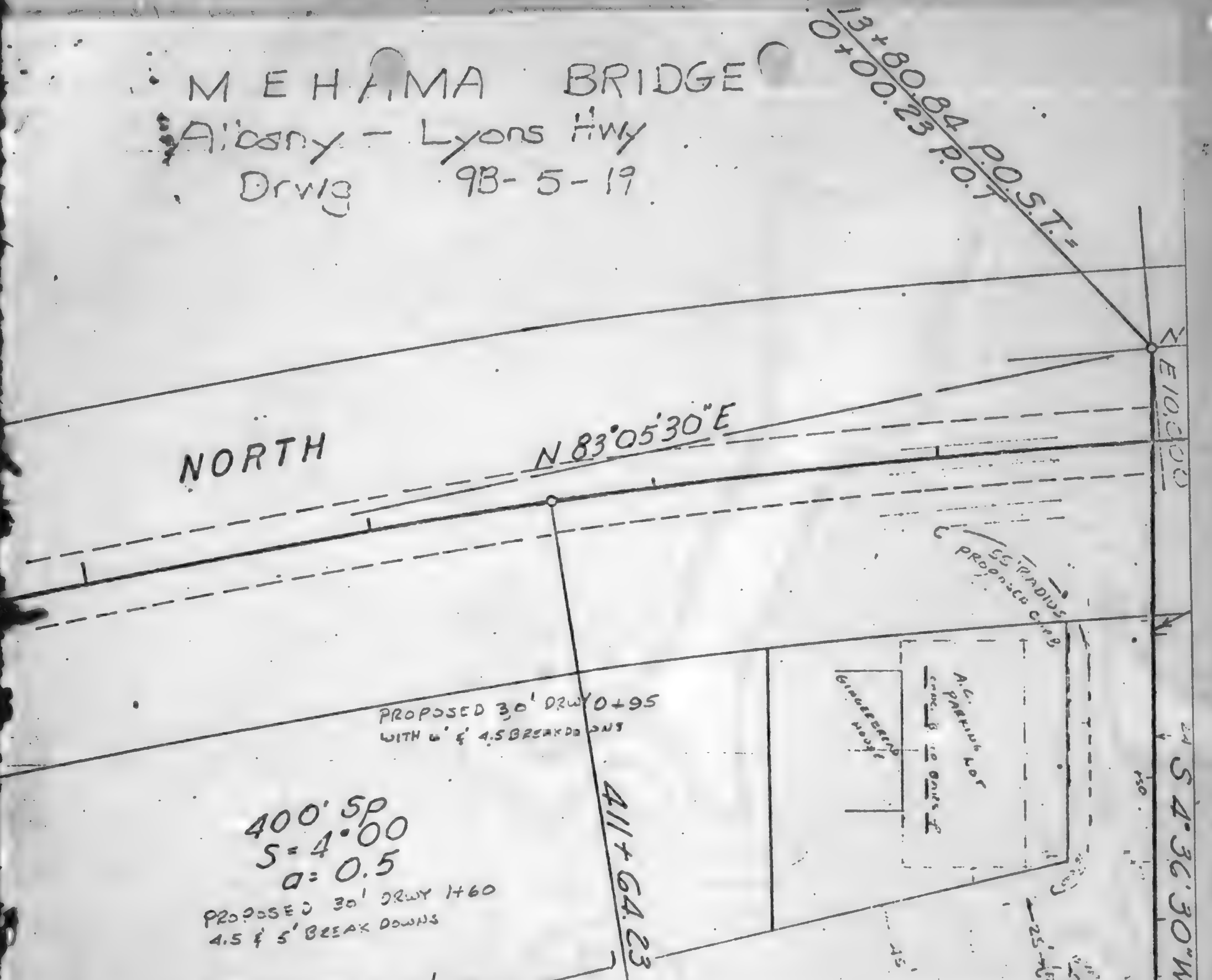
4+00 BK WEST SIDE

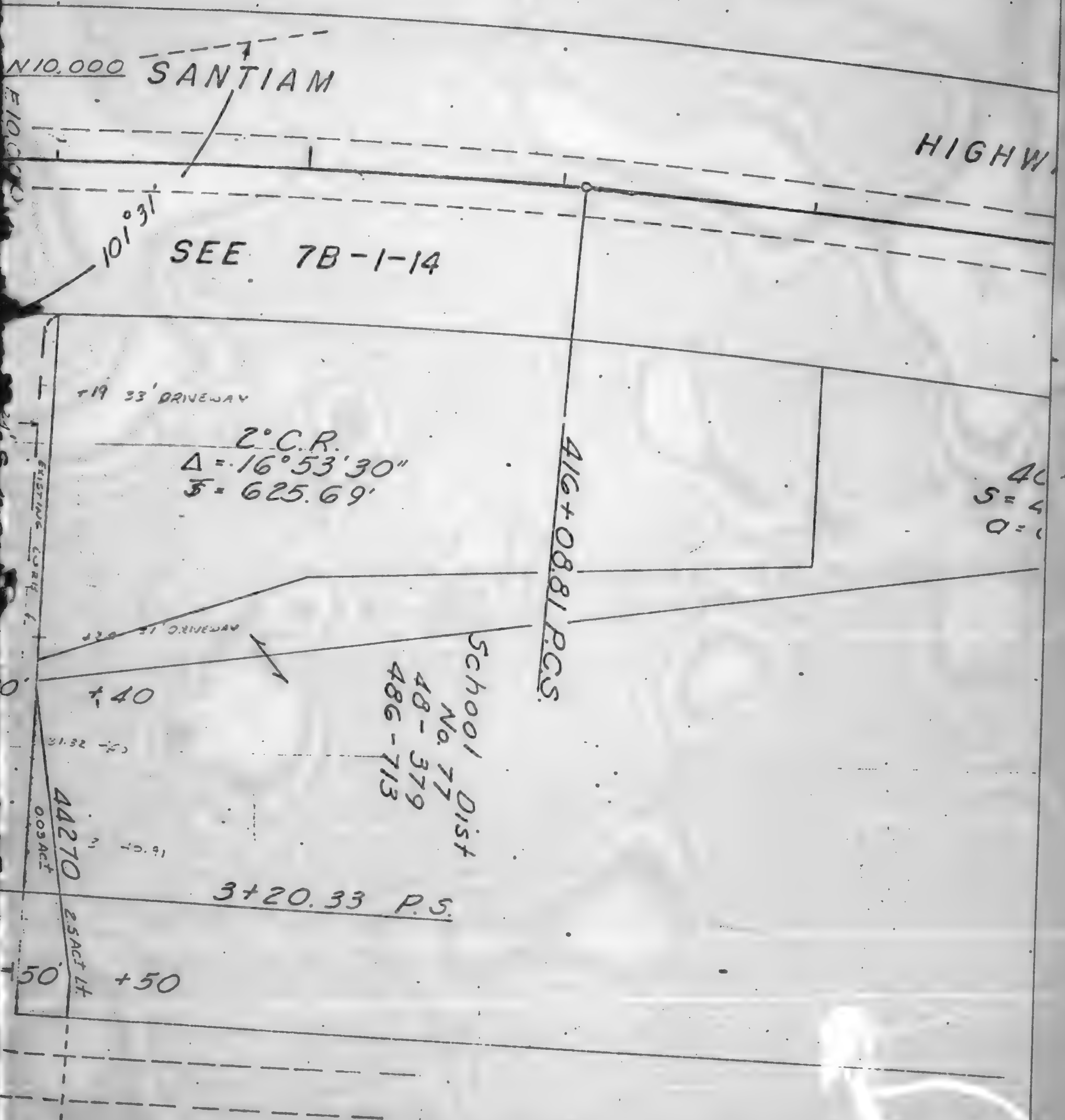
MEHAMA BRIDGE PROJECT EXTENSION (RETAINING WALL)

AMB 10-8 71

① EMBANKMENT IN PLACE	300 CU. YDS	@	2.00	600.00
② A.C. IN SIDEWALK	19 TONS	@	6.00	114.00
③ CLASS 'C' CURB (355')	11 CU. YDS	@	50.00	550.00
④ CONC. RETAINING WALL				
REINFORCING	2,374 LBS	@	0.16	379.50
CONC. CLASS 'A'	32.5 CU. YDS	@	75.00	2437.50
⑤ EXTRA FOR A.C. WALKS	177 SQ. YDS	@	3.00	531.00
⑥ CLASS 'B' A.C.	187 TONS	@	6.00	1122.00
	TOTAL			5,734.00
	+20 %			1147.00
	GRAND TOTAL			6,881.00

MEHAMA BRIDGE
Albany - Lyons Hwy
Drwg 9B-5-19


13+80.84 P.O.S.T.=
0+00.23 P.O.T.
N
E 10.000
NORTH
N 83°05'30"E
55' RADIUS PROPOSED CURB
A.C. PARKING LOT
GINGERBREAD HOUSE
PROPOSED 30' DRWY 0+95
WITH 6' & 4.5 BREAKDOWNS
400' SP
S=4°00
a=0.5
PROPOSED 30' DRWY 1+60
4.5 & 5' BREAK DOWNS
4+6+30+4.5+4.5+30+5=84' LOT FRONT.
411+64.23 P.S.C.
S 4°36'30"W.
+50
25'
45'
22'
TOE OF SLOPE 2:1
WITHOUT RET. WALL
PROPOSED R/W
38'
28'
25'
EMMA ST.
316' I.P.


N10,000
SANTIAM
HIGHW
E10,00
101°31'
SEE 7B-1-14
+19 33' DRIVEWAY
2°C.R.
Δ = 16°53'30"
T = 625.69'
EXISTING CURB
416+08.81 P.C.S.
40
S = 4
a =
+20 31' DRIVEWAY
School Dist
No. 77
48-379
486-713
+40
31.32
44270
0.03 Ac±
3+20.33 P.S.
2.5 Ac± Lt
50'
+50

1. Santiam River (Mehama) Bridge (#7550)

Project Authorization

Contract Amount	$734,857.00
Anticipated Items (9)	34,350.00
Contingencies	34,614.31
Engineering	69,228.63
	$872,249.94
Salvaged Pony Truss	- 800.00
	$872,249.94

Expended as of 10-10-71 (Pay Estimate #6)

Bid Items	277,566.37	✓
3 Price Agreements (2,038)	936. —	✓
1 Anticipated Items (Flagging)	430. —	✓
Contingency Expended	10,049 —	✓
Engineering ✓	30,978 —	✓
Total Expended	319,959. —	

Specified Completion: (a) 420 ; (b) 450
Used: 287 : 287

Figures based on work done thru 10/10/71

Vince 11/15

RECEIVED
NOV 22 1971
FOR FILE

RS-223(4)

7550

Pls file 11-19-71

Mr. H -

Called F. Lacey and he reported that this section under construction contract and the contractor is going to install catch basins.

NOTED
E. S. HUNTER

L.

124-1081

420-II

RECEIVED
NOV 23 1971

FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 8, 1971

To: Ivan Merchant
BRIDGE ENGINEER

SUBJECT: Marvin Berry Complaint
Mehama Bridge Section
Albany-Lyons Highway

Assistant State Highway Engineer, E. S. Hunter, assigned Marvin Berry's attached October 20 letter of complaint to District Engineer, Floyd Lacey. Floyd Lacey and Resident Engineer Walt Sandquist met with Marvin Berry October 29. A copy of Lacey's November 3 report is attached.

Berry's property adjoins the Mehama Bridge project on the upstream side. The natural ground slightly slopes towards the new highway. The new highway will be on a 2-3' fill with no roadside ditches. The solution is to provide a catch basin at the right of way line in the low point. This installation will be started yet this week.

Hunter requested a report back through channels. Please advise him the findings and action taken.

Original signed by, Gerald Wimer

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

cc R. N. Bothman
Walt Sandquist

MAINTENANCE ENGINEER
RECEIVED
NOV 1971
☐ BM ☐ ES ☐ CA ☐ FILE AG ☐ TA

SP*52478-734

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

REGION 2 ENGINEER
RECEIVED
NOV 3 1971
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

Salem, Oregon
November 3, 1971

SUBJECT:

To: J. B. Boyd
Region 2 Engineer
Office

Attention: G. W. Wimer

On October 29 together with Walt Sandquist I contacted Mr. Marvin Berry at the Bridge Tavern in Mehama in regard to his drainage complaint.

There are catch basins along the old highway route but the general contour of the land is such that some water does drain across the roadway and across his parking lot towards his tavern building. He has collected the water at that point in a four-inch drain line and brought it nearly to the new highway right-of-way line. The new construction has placed a 2 to 3 foot fill at this point and there is no right-of-way width to place a ditch. There is an existing 18-inch storm drain line that could be used to provide an outlet for this water.

I would recommend that a catch basin be installed opposite his drain and that a 6-inch stub be placed in the side of the catch basin and allow Mr. Berry to tap his water into the catch basin at that point.

If you agree, please advise whether you would prefer that this work be done by maintenance or that it be covered by the contract under an extra work order.

F. T. Lacey
F. T. Lacey
District Engineer

FTL:sll

cc: Walt Sandquist

RECEIVED
OCT 28 1971

FOR FILING

October 27, 1971

Mr. Marvin Berry
Bridge Tavern
P. O. Box 885
Mehama, Oregon 97384

Dear Mr. Berry:

This will acknowledge your letter of October 20, in which you advised us of a drainage problem along the highway in front of your property.

Our District Engineer, Mr. F. T. Lacey, will be contacting you personally in the near future.

Very truly yours,

R. L. Porter
State Highway Engineer

By

E. S. Hunter
Assistant State Highway Engineer

ESH:ja

bc R. L. Porter
Tom Edwards
R. N. Bothman (enc.)
J. B. Boyd "
F. T. Lacey " - Please contact Mr. Berry and take what action is indicated; report back through channels.

REFERRED TO
Adm
BY SECRETARY

Mehama Ore
Oct. 20-71

State Hiway Dept.

Dear Sirs:-

I have a draiage problem Here. Sence I have had to change my septic tank Drain field.

The water drains from the roadway and my lot over the top of the drain field, So I have tiled it to the hi way R. of. W. now it cant go any place untill some thing is done from that point. Would you please send some one out to see what can be done.

Thank you
Marvin Berry
Bridge Tavern
Mehama Ore
P.O. Box 885

RECEIVED
OCT [illegible] 1971
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 30 1971
FO

KE-22-(4)
7550

L B FOSTER CO. GENERAL HEADQUARTERS: PITTSBURGH, PA. • OFFICES IN PRINCIPAL CITIES
SAN FRANCISCO REGIONAL HEADQUARTERS:
ONE [illegible] CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000
SEATTLE, WASHINGTON • PORTLAND, OREGON • VANCOUVER, B.C. • ANCHORAGE, ALASKA • HONOLULU, HAWAII

DATE: **AUG. 27, 1971**

TO: OREGON HIGHWAY COMM.
SALEM, OREGON

Dear Sir:

It is with a great deal of pleasure that we have commenced delivery of material to your property which is described as:

MEHAMA BRIDGE - CONTRACT #7550

in the county of ______________, State of Oregon, and on the order of (contractor) RIVERSIDE CONST. INC. - MILWAUKEE, ORE. Although your order came to us indirectly, we assure you that we do appreciate your patronage.

This notice is part of the customary routine of transacting the building material business, and is to inform you that we have furnished materials to your property on the order of, and charged to a third party. If, for some reason, we do not receive payment a lien may be claimed.

The first of such materials and supplies were furnished and delivered by the undersigned on the APPROX. 24TH day of AUGUST, 19 71, and a lien may be claimed for all such materialsor supplies delivered on and after that date. The payment by owner or lender to the contractor does not remive the right of the person furnishing materials or supplies to claim a lien against the property, unless the person giving the notice is, in fact, paid, and no further notice or any subsequent delivery to the owner is necessary.

This notice is sent to you as the owner, or reputed owner, of the premises upon which the materials and supplies are to be used and in compliance with the laws of the state of Oregon set forth in ORS 87.020.

Please do not hesitate to call on us if there is anything about this notice, that you do not understand, or if we can be of any other assistance to you.

Very truly yours,

L. B. FOSTER COMPANY

Aileen M. Roberts

XXXXXXXXXXXXXXX **AILEEN M. ROBERTS**
XXXXXXXXXXXXXXX **OFFICE MANAGER**

JEB:ar
XXXXXXXX MAIL NO. 86808
CERTIFIED
JOB: MEHAMA BRIDGE

(address)

NOTED
FLOYD QUERY

"FASTER FROM FOSTER" Pipe • Structural • RENTAL Steel-Sheet PILING • PIPE PILE • H-BEARING PILING • RAILS • TRACK ACCESSORIES

PRINTED IN U.S.A.

L. B. FOSTER CO. GENERAL HEADQUARTERS: PITTSBURGH, PA. • OFFICES IN PRINCIPAL CITIES
SAN FRANCISCO REGIONAL HEADQUARTERS:
ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000
SEATTLE, WASHINGTON • PORTLAND, OREGON • VANCOUVER, B. C. • ANCHORAGE, ALASKA • HONOLULU, HAWAII

PUBLIC JOB

Through the normal course of business, we would certainly not exercise a lien on your project — a project which is important to ourselves and to our customers. It is our understanding, however, that present laws dictate that we send this preliminary notice.

In order to preserve Lien and Stop Notice rights, a material dealer or sub-contractor has to send a preliminary notice, not later than 10 days after first delivery or commencement of work on each job, to the Prime Contractor.

We appreciate your cooperation in this matter, and hope that you will call if there are any questions.

L. B. FOSTER COMPANY

RECEIVED
AUG 3 0 1971
OREGON
STATE HIGHWAY COMMISSION

"FASTER FROM FOSTER" PIPE — Tested & Structural • RENTAL Steel-Sheet PILING • PIPE PILE • H-BEARING PILING • RAILS • TRACK ACCESSORIES
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RECEIVED
JUN 22 1971
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

BS-223(6)
7550

June 18, 1971

Lyons-Mehama Water District
P. O. Box 67
Lyons, Oregon 97385

ATTENTION: Mr. Cal Culbertson

Re: Water Line Relocation
No. Santiam River (Mehama) Bridge
Section
Albany-Lyons Highway
Marion and Linn Counties

Gentlemen:

The tabulations of bids, received by Clark and Groff Engineers Inc., on March 30, 1971, for the adjustment of your water line facilities in conflict with the subject project have been reviewed by the State.

This will confirm our verbal concurrence to Clark and Groff Engineers Inc., in the award of the water line adjustment contract to Riverside Construction Inc., for the low bid of $41,223.00.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: Clark and Groff Engineers, Inc.
3276 Commercial S.E.
Salem, Oregon 97301
Attn: Mr. Michael J. Walker
A. E. Johnson
~~V. L. Gallagher~~
V. E. Skoog
R. D. Asburry
Walter Sandquist
H. C. Johnson
F. W. Sugnet

NOTED
A. E. JOHNSON

RECEIVED
JUN 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN [illegible]

FOR FILING

RS-223(6)

7550

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 15, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project RS-223(6)
N. Santiam River (Mehama) Bridge Section
FHWA Order Interim 7-2(2)

Mr. Johnson's June 11 letter submitted for approval a training program proposed by the contractor for a Piledriver-Carpenter. We have reviewed the training program and have determined that it meets the requirements of the Training Special Provisions under FHWA Order Interim 7-2(2).

It is recognized that you have formally emphasized to the contractor the provisions of the contract which state the training and upgrading of members of the minority groups are primary objectives.

The Piledriver-Carpenter training program is approved.

6-23-71
Orig to Construction

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

RECEIVED
JUN [illegible] 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 15 1971
FOR FILING

RS-223(6)
7550

June 11, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

NOTED
A. E. JOHNSON

Dear Sir:

Re: N. Santiam River (Mehama) Bridge Section
Albany-Lyons Highway
FAP RS-223(6), Contract No. 7550

The subject contract was awarded on March 30, 1971, to Riverside Construction, Inc. and Richard J. Garland of Milwaukie, Oregon. The contract included the EEO Special Provisions for on-the-job training under FHWA Order Interim 7-2(2).

The contractor is to provide two trainees during the life of the contract. By letter of April 16, 1971, the contractor advised that the trainees would be furnished in the Piledrivers-Carpenters craft. The Oregon State Highway Division has accepted the contractor's proposal.

The Piledriver-Carpenter trainees will be provided under a new training program. The contractor's attached proposal outlines the training schedule which will be followed.

The Oregon State Highway Division believes that the contractor's proposal meets the required standards and goals of FHWA Order Interim 7-2(2). We request your concurrence in the contractor's proposed training program.

Very truly yours,

R. L. Porter
State Highway Engineer

By

ms
A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. D. Morgan

DRS:fr ms

Attachments

L. B. FOSTER CO. GENERAL HEADQUARTERS: PITTSBURGH, PA. • OFFICES IN PRINCIPAL CITIES
SAN FRANCISCO REGIONAL HEADQUARTERS:
ONE [redacted] CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000
SEATTLE, WASHINGTON • PORTLAND, OREGON • VANCOUVER, B.C. • ANCHORAGE, ALASKA • HONOLULU, HAWAII

DATE: JUNE 2, 1971

TO: OREGON HWY. COMMISSION
STATE HWY. BLDG.
SALEM, OREGON

Dear Sir:

It is with a great deal of pleasure that we have commenced delivery of material to your property which is described as:

MEHAMA BRIDGE - CONTRACT #7550

in the county of ________________, State of Oregon, and on the order of (contractor) RIVERSIDE CONST IND. & RICHARD GARLAND. Although your order came to us indirectly, we assure you that we do appreciate your patronage.

This notice is part of the customary routine of transacting the building material business, and is to inform you that we have furnished materials to your property on the order of, and charged to a third party. If, for some reason, we do not receive payment a lien may be claimed.

The first of such materials and supplies were furnished and delivered by the undersigned on the 2ND day of JUNE 19 71, and a lien may be claimed for all such materialsor supplies delivered on and after that date. The payment by owner or lender to the contractor does not remive the right of the person furnishing materials or supplies to claim a lien against the property, unless the person giving the notice is, in fact, paid, and no further notice or any subsequent delivery to the owner is necessary.

This notice is sent to you as the owner, or reputed owner, of the premises upon which the materials and supplies are to be used and in compliance with the laws of the state of Oregon set forth in ORS 87.020.

Please do not hesitate to call on us if there is anything about this notice, that you do not understand, or if we can be of any other assistance to you.

Very truly yours,

L. B. FOSTER COMPANY

D Bennett
DAN BENNETT
OFFICE MANAGER

JEB:ar
~~REGISTERED~~ MAIL NO. 389893
CERTIFIED
JOB: MEHAMA BRIDGE
____
(address)

"FASTER FROM FOSTER" Pi[illegible]Structural • RENTAL Steel-Sheet PILING • PIPE PILE • H-BEARING PILING • RAILS • TRACK ACCESSORIES

PRINTED IN U.S.A.

RECEIVED
APR 21 1971

RS-223(6)
7550

April 21, 1971

Riverside Construction Inc.,
& Richard J. Garland
P. O. Box 22042
Milwaukie, Oregon 97222

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7550 for grading,
> paving, and structure on the
> North Santiam River (Mehama)
> Bridge Section of the Albany-
> Lyons Highway in Marion and
> Linn Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc United Pacific Insurance Company
General Insurance Company of America

bc F. D. Morgan
I. D. Merchant
W. C. Sandquist
R. D. Asberry

RECEIVED
APR 14 1971

RS-223(6)
7550

April 13, 1971

Riverside Construction, Inc.
& Richard J. Garland
P. O. Box 22042
Milwaukie, Oregon 97222

Gentlemen:

Enclosed are three copies of Contract No. 7550 for $734,897 awarded to you by the State Highway Commission on March 30, 1971, for work on the North Santiam River (Mehama) Bridge Section of the Albany-Lyons Highway in Marion and Linn Counties.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin April 24, 1971.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training". The fourth paragraph of the Special Provision requires that you must receive approval of "....the number of trainees to be trained in each selected classification ...." before you can commence construction. This shall be accomplished at the pre-construction conference and no work can be started until this matter is resolved.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
W. C. Sandquist
R. D. Asburry

RECEIVED
MAY 4 1971
FOR FILING

KS-223(6)
7550

Salem, Oregon
April 1, 1971

Agenda Item 4a
March 30 Commission meeting

Mr. F. D. Morgan
Construction Engineer

Attention: Ted Litchfield

MISC. CONTRACTS and
AGREEMENTS No. 41779

3904
3.8.1H

As requested, attached for sending to Lyons-Mehama Water District is a fully executed copy of an agreement covering the relocation of their facilities which conflict with our construction of North Santiam River (Mehama) Bridge Section of the Albany-Lyons Highway in Marion and Linn Counties.

Also attached is a conformed copy of the agreement for your records. We have retained a fully executed copy for the Commission's files.

Floyd Query, Secretary

fkm
Att.

RECEI
MAR 26 1971

FOR FIL

RS-223(6)
7550

March 24, 1971

3814

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the March 30 meeting will be an agreement between the Oregon State Highway Commission and the Lyons-Mehama Water District covering the relocation of their facilities which conflict with our construction on the North Santiam River (Mehama) Bridge Section of the Albany-Lyons Highway in Marion and Linn Counties.

This agreement provides for the payment to the District the cost for adjusting that portion of the District's facilities located on private property and city streets. The estimated cost to the State for this work is $22,034.40.

The agreement also provides for the State to pay to the District all or a portion, not to exceed $25,000, of the District's share of the cost of adjusting its water facilities. The District shall repay the actual amount paid by the State in seven equal annual payments.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
L. H. Young
R. D. Asburry
H. S. Cox
F. D. Morgan (Attn: T. W. Litchfield)

JMC:dl sr

[illegible]
11-24-70 Agree

MAR 10 1971

AS-223(a)
7550

City of Lyons

LYONS, OREGON 97358

March 5, 1971

Coordinating Engineer
State Highway Division
State Highway Building
Salem, Oregon 97310

Attn: D. N. Harwell
Coordinating Engineer

Re: N. Santiam River (Mehama) Bridge Section
Albany-Lyons Highway (ORE 226)

NOTED
F.B. KLABOE

Dear Mr. Harwell:

Under date of February 19, your letter quoting cost estimate of Portland concrete over asphaltic concrete has been thoroughly discussed by the Lyons City Council.

At the March 3, 1971 meeting of the City Council it was voted unanimously to have portland concrete sidewalks installed instead of the proposed asphaltic concrete. The additional cost of approximately $2,300.00 will be paid by the City of Lyons upon demand. Funds are now available for this project.

Please advise if any Resolutions, Ordinances or contracts are necessary for this alteration of plans.

Very Truly Yours,

Dennis R. Clipfell

Dennis R. Clipfell
Mayor

RECEIVED
MAR 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DRC/em

F.B. Klaboe
F.L. Hall
L.H. Young
R.D. Asburry
info

RECEIVED
COUNTY & CITY SECTION
MAR 8 1971

TRANSACTION NUMBER 3-19

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 3-3-71
BY (Signature): MR. YOUNG'S FEBRUARY 18, 1971 LETTER
TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS RURAL SECONDARY

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 4 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
					LOCATION	WORK
4	RS-223(6)	0.48	950,000	603,600	N. SANTIAM RIVER (MEHAMA) BRIDGE	GRADE, DRAIN HIGH TYPE PAVEMENT 2-12' LANES AND ONE REINFORCED CONCRETE BRIDGE.

Klaboe
cy Edw
3-8-71

3-9-71
Young

RECEIVED
MAR 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT IS LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

NOTED
F. B. KLABOE

RECEIVED
MAR 10 1971
FOR FILE

RS-22
7550

	RECOMMENDED		APPROVED
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		3-3-71	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
FEB 23 1971

FOR FILING

OREGON STATE
HIGHWAY DIVISION

Phone 378-6514
HIGHWAY BUILDING • SALEM, OREGON • 97310

February 19, 1971

BS-223(6)

7550

Lyons City Council
City Hall
Lyons, Oregon 97358

Attn: Hon. Dennis R. Clipfell
Mayor

Re: N. Santiam River (Mehama) Bridge Section
Albany-Lyons Highway (ORE 226)

Gentlemen:

Under date of February 5, a letter was received from you informing of the City of Lyons' proposal that all future sidewalk installations be constructed of concrete.

This matter has been reviewed by our Design Section and determined that asphaltic concrete sidewalks estimated to cost approximately $6,800 are currently proposed. In view of City's request, an estimate of portland concrete sidewalks costing approximately $9,100 has been made, and in the event the City so desires this type of installation, and in conformance with existing State policy, a letter would be appreciated indicating City's ability and willingness to pay the estimated difference in cost of approximately $2,300.

Your immediate reply is requested regarding this matter due to the proposed bid letting date.

Very truly yours,

H. S. Cox
County and City Engineer

By D.N. Harwell
D. N. Harwell
Coordinating Engineer

DNH:ljt

cc: [illegible]. B. Klaboe
Frank Hall
R. D. Asburry

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 4 - 1971
FOR FILING

RS-223(6)
7550

February 18, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for one Rural Secondary project, Item 4, Project RS-223(6), N. Santiam River (Mehama) Bridge Section, which we desire to have included in the Federal-Aid Rural Secondary Highway Program.

This project has been selected by the State Highway Division and local authorities in cooperation with each other as required by the Federal-Aid Act.

We are enclosing a copy of the State Clearinghouse approval letter of March 30, 1970, and a copy of District 3 Clearinghouse (Mid-Willamette Valley Council of Governments) approval letter of Aug. 10, 1970.

The "Notice of Intent" was submitted to District 4 Clearinghouse (Linn-Benton Association of Governments) on March 6, 1970 and has lain before the district clearinghouse more than 30 days without action; therefore, it is assumed that no adverse review or comment will be received on this project.

It is our present intention to receive bids for this project on March 25, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encls.

[illegible]:ia

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	2-18-71

FEDERAL-AID PRO

(PPM 21-

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* SR ORE 226 Lyons N. 0.48 mile 21 65	**ADT**	PRESENT 2,400	FUTURE 4,400 (66) (70)	YEAR 91 (71) (72

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr., Dr., High-Type Pave., 1 Br. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Marion an	
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AID 220

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		SR ORE 226 Lyons N. 0.48 mile			
5					**ROW**		[N. Santiam River (Mehama) Bridge Sec.]			
5					**CONST** (CODE)			0.48	950,000	603,600

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.48	950,000	603,600
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

2-18-71

ADT	PRESENT 2,400	FUTURE 4,400	YEAR 91	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 075	ITEM NO. 4

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RS-	NUMBER 223	SEQ. NO. (6)	I. Projects Only POST MI. DESIG.

COUNTY NAME Marion and Linn — 047 — CODE 043

PROGRAM STAGE ☐ 1 OR ☒ 2

ROUTE NO. S — FEDERAL-AID 220 — STATE 211 — U.S.

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
Sec.]					
	0.48	950,000	603,600	346,400	
OJECT TALS	0.48	950,000	603,600	346,400	

CHARACTER OF PROPOSED WORK

(Full description)

Gr., Dr., 2-12' lanes H.T. pave. w/ 10' shldrs. 1 br., length 480', H.C. 44'

ROW - 80' min.; Access Control - partial; Parking Restriction - none.

REMARKS

-over-

USCOMM DUSCOMM-DC 48909-P61

N. SANTIAM RIVER (MEHAMA) BRIDGE SECTION
Project RS-223(6)

Existing Facility

Roadway: 2-10' lanes bit. macadam surf. with 3' shoulders.

Structure: N. Santiam River; Br. No. 533A; steel through truss; H-15 loading; length 487'; H.C. 17'04"; V.C. 14'-07".

Adjacent Sections

North End: 2-11' lanes A.C. surface with 4' shoulders

South End: Same as existing

Project Data

The project consists of the following:

Roadway: Grade and drain a 44' curbed section to provide 2-12' traffic lanes of high-type pavement (Type Code 6203) with 10' shoulders. Const. 5' AC footpaths each side.

Structure: N. Santiam River; Br. No. 533B; hwy. over waterway; prestressed conc. beam; length 480'; H.C. 44'; 5' walk on each side. (Type Code X081, est. cost $707,000)

System Action, Airports, Water Development and Railroads: None involved.

Corridor Public Hearing: Offered but none requested per City of Lyons' letter of November 25, 1969.

Corridor: Approved January 19, 1970.

Design Public Hearing: Offered but none requested per City of Lyons' letter of March 10, 1970.

Design: Approved April 30, 1970

Social, economic and environmental effects considered: Yes

Parks, historical and recreational areas: None involved

State Clearinghouse: Approved by letter of March 30, 1970

District 3 Clearinghouse: Approved by (Mid-Willamette Valley Council of Governments) letter of August 10, 1970.

District 4 Clearinghouse: The "Notice of Intent" was submitted to Linn-Benton Association of Governments on March 6, 1970 and has lain before the district clearinghouse more than 30 days without action; it is assumed that no adverse review or comment will be received on this project.

Unusual Circumstances: It is the Highway Division's present intention to require 2 trainees as set forth in FHWA Order, Iterim 7-2(2) on this project.

Note: Marion County; approx. 38% of project length at est. cost of $302,000
Linn County; approx. 62% of project length at est. cost of $648,000

RECEIVED
FEB 22 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 16, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

NOTED
A. E. JOHNSON

Attention: Mr. Herbert A. Schell

Gentlemen:

Experimental Project of Expansion Bearings
N. Santiam R. (Mehama) Br. Oxing of Campbell St.
Br. Nos. 533B, 9515 and 9515A

As we have used some proprietary bearings in the past and plan to use others in the future, we propose to develop an experimental project for bridge expansion bearings as permitted under the U. S. Department of Transportation Policy and Procedure Memorandum 20-63. The inspection procedure and evaluation to be submitted at a later date.

For the N. Santiam R. (Mehama) Bridge we propose to use "Fluorogold" expansion bearings manufactured by the Fluorocarbon Company. These bearings consist of filled teflon sheets bonded to steel plates for the sliding surfaces and a neoprene pad bonded to one of the steel plates to provide for rotation.

For the O'xing of Campbell Street we propose to use "Lubrite F" expansion bearings as manufactured by Merriman Inc. These bearings have a woven teflon fabric glued to a waffle plate, the teflon slide against a bronze or stainless steel plate. Rotation is provided for by curved surfaces with the teflon between. We are requesting your permission to use these expansion devices on the structures as noted as a part of the above-mentioned experimental project.

Very truly yours,

R. L. Porter
State Highway Engineer
By ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

RECEIVED
FEB 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

TGT/ag
cc: A. E. Johnson
L. H. Young
V. E. Skoog
A. A. Rear

REVISED

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ____ Pages

Section . Santiam River (Mehama) Bridge Highway Albany-Lyons (FAR 220) County Linn & Marion Prefix 122-1493

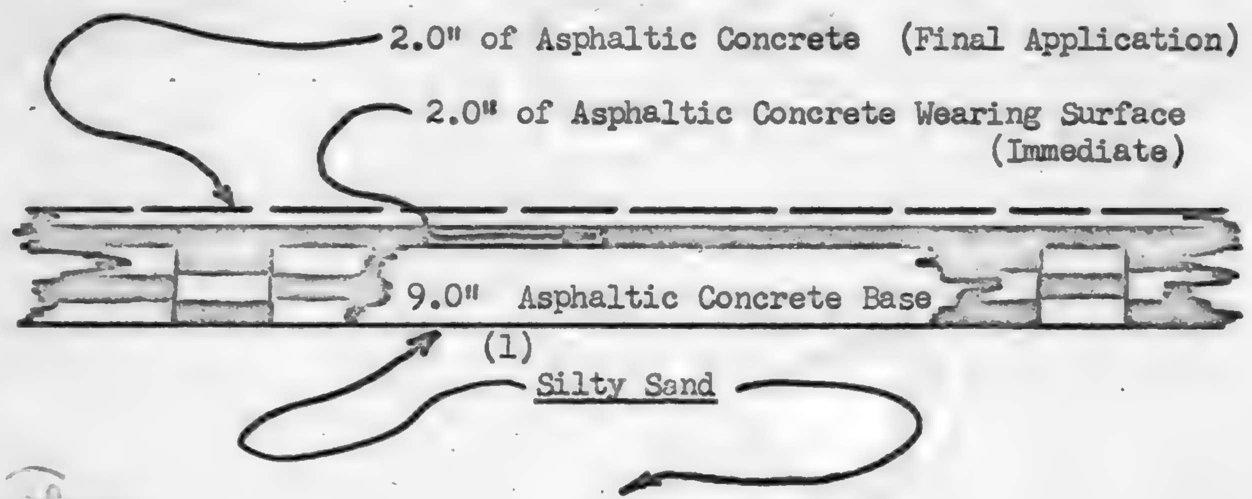
Res. Engr. W. E. Sandquist Approx. Length 0.5± Miles. Sta. 4+17± to Sta. 30+50± Date 2-8-71

Truck A.D.T. 483 Traffic Coefficient 9.5 18 kip s.a. per day 204.2.

Annual Precipitation 67"± Frost Penetration - - - - .

2-8-71

(1)
Typical Soil
35 LL
0 PI
91 %P 10
38 %P200
9 %Gravel
17 %C Sand
36 %F Sand
34 %Silt
4 %Clay
23 "R" Value


2.0" of Asphaltic Concrete (Final Application)
2.0" of Asphaltic Concrete Wearing Surface (Immediate)
9.0" Asphaltic Concrete Base
(1)
Silty Sand

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C.(FA)
	4.0	2.0	A.C.(I)
	18.0	9.0	A.C. Base
26.0	26.0	13.0	

AASHO CLASSIFICATION:

A-4

MATERIAL SOURCES:
To be determined by the Engineer.

See remarks on Page 2.

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KS-223(6)
7550

NOTE
F. B. KLABOE

cc:

B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist
Program & Planning Engineer

Submitted by C. J. Gray
for Staff Assistant

Recommended by
Engineer of Materials

Recommended by W. H. Rebeau
Asst P&P Construction Engineer

Approved by
Asst. State Highway Engineer

Page ____

SECTION: N. Santiam River (Mehama) Bridge

HIGHWAY: Albany-Lyons

COUNTY: Linn and Marion

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	A.C. Base	3/4"-0 Aggregate Base	Aggregate Base	"CBE" Total Requirement	Actual Thickness
8.0 - 9.0	3.5"	3.0"	---	10.0"	23.0"	16.5"
7.0 - 8.0	3.5"	3.0"	---	7.5"	20.5"	13.5"
6.0 - 7.0	3.0"	---	2.0"	10.0"	18.0"	15.0"
4.8 - 6.0	2.0"	---	2.0"	9.0"	15.0"	13.0"
Cars Only	2.0"	---	2.0"	5.0"	11.0"	9.0"

Remarks:

The Project Base Design has been revised to update Traffic, plan for stage construction, and recommend the use of a full depth Asphaltic Concrete section.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete Wearing Surface = 2.0" Crushed Base
1.0" Asphalt Concrete Base = 2.0 " Crushed Base
1.0" Plant Mix Bituminous Base = 1.8 " Crushed Base
1.0" Cement Treated Base = 1.8 " Crushed Base
1.0" Oil Mat = 1.1 " Crushed Base
1.0" Stone Subbase = 0.8 " Crushed Base
1.0" Lime Treated Subgrade = 0.8 " Crushed Base

Above factors apply to materials that comply with Standard Specifications, ~~Supplemental Standard Specifications~~, and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Mehama River Bridge
HIGHWAY: Albany-Lyons
COUNTY: Linn & Marion

2400 Present ADT (1971)

14.3 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	80	1.8	144	112	450	50,400
3	100	1.8	180	140	1000	140,000
4	3	1.8	5	4	1250	5,000
5	160	1.8	288	224	3180	712,320
6	2	1.8	4	3	2570	7,710
				483 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 915,430

TWENTY YEAR EWL 18,308,600

TRAFFIC COEFFICIENT 9.5

Page ____

SECTION: N. Santiam River (Mehama) Bridge

HIGHWAY: Albany-Lyons

COUNTY: Linn and Marion

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet

2. Soils Characteristics: See design chart attached

3. Weather: See design chart attached

4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
Remarks: ____

5. Cost Comparisons: See attached sheet

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil

7. Stage Construction: Not applicable

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: See remarks

10. Stimulation of Competition: See remarks

11. Construction Consideration: See remarks

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable

13. Traffic Safety: Not a problem

14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

See attachments.

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27, 1971

SUBJECT: Mehama River Bridge
Albany-Lyons Highway #211
Linn and Marion Counties

To: F. D. Morgan
Construction Engineer
OFFICE

Attention: E. L. Johnsen

Attached is a cost comparison for surfacing thickness only.

For this particular project I recommend selection of the full depth A.C. section, even though costs appear to be higher. The reason for this recommendation is that approximately 160 log trucks per day use this route, and this type construction can alleviate the traffic problem and possible damage to the structural section.

F. W. Yarbrough
Soils & Geology Engineer

C. J. Gregg
Base Design Engineer

CJG:af

1-28-71
J. H. Walker and E. L. Johnsen, Construction, verbally approved use of the full depth A.C. section.

SP*52473-734

Mehama River Bridge
Albany-Lyons Highway #211
Linn and Marion Counties

Unit prices for this area were obtained from C. E. Layton, Cost Estimator, and are listed below:

Class B Asphaltic Concrete	$9.95 per ton
Class B Asphaltic Concrete (Full depth)	8.95 per ton
Plant Mix Bituminous Base	9.60 per ton
Aggregate Level	3.10 per ton
Aggregate Base	3.00 per ton

Three sections of comparable strength were considered in the following square yard comparison:

4.0" A.C. 2.0" A.L. 12.0" A.B.	2.0" A.C.W.S. 9.0" A.C.B.	4.0" A.C. 4.0" P.M.B.B. 7.0" A.B.
$3.80	$5.59	$5.19

No cost consideration has been given for excavation, embankment, pipe lengths, right of way, etc., that would be affected by changes in total surfacing thickness.

11-24-70 Const Agree
Lyons
Mehama Br.

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City of Lyons

LYONS, OREGON 97358

February 5, 1971

Mainor C. Holmes
Office Engineer
City and County Section
Department of Transportation
Salem, Oregon

Subject: Lyons-Mehama Bridge Project

Dear Mr. Holmes:

The City of Lyons has plans for all future sidewalks installed to be concrete. State Highway plans for sidewalks to be installed in connection with the new Bridge to be of type C Asphalt.

The City would appreciate consideration by the State to change the Type C Asphalt sidewalks to Concrete for the area within the Lyons City Limits. The City would consider any suggestions by the State that would make this change possible.

Very Truly Yours,

Dennis R. Clipfell
Dennis R. Clipfell
Mayor

DRC/elm

c: Klaboe
Holl
Asburry

what would be difference in cost? if minimal, suggest we incorporate & notify city or whatever & absorb $
Don H.

RECEIVED
COUNTY & CITY SECTION
FEB 8 - 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ OFE ☐ CE ☑ RE ☐ RPE ☐

NOTED
F. B. KLABOE

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FEB 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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FEB 18 1971
FOR FILING

RS-223(6)
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Hf

1-7-71
A&R 517

January 8, 1971

Board of County Commissioners
Marion County
Courthouse
Salem, Oregon 97301

Attention: T. Harold Tomlinson
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning the construction and the abandonment of the North Santiam River (Mehama) Bridge Section of the Albany-Lyons Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conf. agree. att.)

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FOR FILING R5-2-25(6)
7550

DEPARTMENT OF JUSTICE

Memorandum

DATE: December 11, 1970

TO: L. I. Lindas
Counsel

FROM: Jack L. Sollis
Assistant Attorney General

SUBJECT: Berry R-44273
Mehama Bridge
Albany-Lyons Highway
Marion County

Wayne Reed has this
Condemn file
E 12/17/70

The bone of contention that has resulted in this file being prepared for condemnation is whether or not a substitute septic system can be installed and if it will work.

The existing system is composed of two separate systems one for the old building, and one for the addition, and is not considered really a completely adequate system.

The system that has been proposed by the State Highway Division and contractors with whom we have been in contact would be composed of a 1200 gallon tank behind the building, 42 inches of pipe taking the affluent to a distribution box, and three drainage systems of 44, 46, and 56 feet in length respectively.

The County Sanitarian has looked this over, considered it, and said that in his opinion if an application were made to relocate the septic system in this manner, it would be acceptable to the County.

The attorney for the defendant has written to the State Sanitary authorities and they have replied with a letter containing the following problems that they see as regards the proposed new septic system. The State Sanitarian that wrote the letter specifies five areas in which the proposed system violates OAR regulations.

The first is that the septic tank would be closer to the property line than the five feet stated in OAR 41.025(2).

Secondly, because of the location of the building plumbing and the septic tank, the sub-surface disposal field would be approximately four feet in depth to the bottom of the trench. OAR 41-030(5)(O) states that the depth of the disposal trench will not exceed 36 inches.

NOTED
TOM EDWARDS

Thirdly, OAR 41-030(2)(D) states that the sub-surface disposal field must be at least ten feet from the property line and the plot plan shows the northerly most line to be five feet or less from the property line.

Fourthly, OAR 41-030(L) states that no open jointed or perforated distribution lines shall be within five feet of a distribution box. The plot plan does not show this to be true; therefore, five feet must be deducted from the length of each line in the absorption field.

Fifthly, bulldozers, trucks, or other heavy equipment shall not be driven over the system during or after installation. The proposed new septic system will be under a blacktop area that is a parking area for cars and also used as a delivery area for beer trucks.

In conclusion the State Sanitarian states the Marion County Health Department Sanitarians are of the opinion that although the proposed septic system does not meet the regulations for installation, it would be a better system then the system presently being used. He goes on to say that the sandy soil should be able to adequately absorb the sewage affluent. However, the question remains can one State agency (the Highway Department) condone and pay for the installation of a system that does not meet the requirements of another State agency?

It would appear that the only way we are going to logically resolve this file is ask the defendant if he will make an application to relocate his septic system and inform him that we are going to file a complaint and take possession. If he wants to keep his place in operation, it would be to his best interest to make an application to the County Sanitarian for a new septic system as set out by the Highway Division. If the permit is given and it is installed and is accepted by the County then he no longer has a problem. It would appear that we would not longer have a problem either.

However, if after application the County turns it down and does not grant the variances as would be required to cover the points of the septic system that do not meet the OAR requirements, then we would be in trouble.

It is my suggestion that you contact Mr. Gehlen and go over this matter with and explain to him that the only way we are going to discover whether he is right or we are right is to have Mr. Berry make an application for a relocation of the drain field and septic system and that we will pay the actual reasonable cost of this plus whatever we have in the file for the other items. I believe they are $950.

The basic point to be made here is that the existing septic system is factually a lousy septic system and that the one proposed by the Highway Division, although it may not meet all the requirements of OAR as set down by the State Sanitary authority, will be a better system then the one he has now and if properly constructed will be a workable system. Mr. Gehlen kept emphasizing the fact we were asking his client to do something illegal and perform an illegal act and everything, which I conclude is a bunch of baloney.

If the Marion County Sanitarian is willing to waive the provisions of certain portions of the OAR in order to keep this fellow in business and provide a better septic system then he has now, I certainly don't see anything wrong with it. I think if this point is brought home strong enough with Mr. Gehlen, perhaps something can be worked out.

JLS:gc

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FOR FILING

RS-223/6
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December 11, 1970

Oregon State Highway Commission

Gentlemen:

The Marion County Board of Commissioners have executed a construction-abandonment agreement for construction of the North Santiam River (Mehama) Bridge Section of the Albany-Lyons Secondary Highway, lying partially within the jurisdictional boundaries of Marion County. A companion agreement with the City of Lyons covering a portion of this same section was approved by the Highway Commission at their meeting of November 24.

Provisions of this agreement stipulate that the State is to prepare all plans, obtain the necessary right-of-way, let and award all contracts, supervise construction and, upon completion of the project, maintain the section as a part of the state highway system. The plans for the project include grading, drainage, base, paving, curbs, walks, signing, and a new bridge crossing the North Santiam River. The County has agreed to accept the State's recommendations for the closure of certain streets and to cooperate with the State to effect the relocation or adjustment of any utility facilities which may be in conflict with the plans for the project. Upon completion of construction and opening of the new section to traffic, Marion County agrees to assume all jurisdictional responsibility for a short segment of the existing highway that will be bypassed by the new alignment.

This project is scheduled for contract at the March 23, 1971 bid opening with an estimated cost of $900,000.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for the January 3 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
V. E. Skoog
H. S. Cox
I. D. Merchant
L. H. Young
Frank L. Hall
R. D. Asburry

MCH:ljt sr

RECEIVED
DEC 10 1970

FOR FILE
RS-223(6)
7550

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
December 9, 1970
Salem, Oregon

SUBJECT: File No. R-44273
Mehama Bridge Section
Albany-Lyons Highway

To: FRANK C. McKINNEY
Assistant Attorney General

Attached for signature are the necessary papers to initiate a condemnation action for subject file.

Negotiations have been carried through a letter of offer. The offer extended on behalf of the Commission has not been accepted to date. The complaint has therefore been prepared and is forwarded herewith.

As you will find from a review of the file, the owner has not stated an amount for which he would settle. Without a counter-proposal no common ground for a settlement is in prospect. The main point of contention concerns relocating part of the septic system. A firm bid on a relocation plan approved by the County Sanitarian has been incorporated into the appraisal. The owner has refused to go along with this position and his attorney has shown no different attitude. He stated to the agent on November 16, 1970 that "You might as well go ahead and condemn and we will let a jury make the decision rather than have Berry tell it up and down the canyon that he (Gehlen) did not know what he was doing." In following up on the letter of offer November 27, 1970, the agent was advised by the attorney to "Get it into your Legal Department so we can get the thing going." The agent is thus precluded from working out any kind of settlement. Also time must be given to re-establish the septic system before letting the contract, so an immediate filing is needed.

D. H. MOEHRING
Right of Way Engineer

I concur in requesting the condemnation of this file.

TOM EDWARDS
Deputy State Highway Engineer

12/15/70
asked for
revision of
plans
E

NOTED
TOM EDWARDS

RECEIVED
DEC 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOV 30 1970

RS-223(6)
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1V

Salem, Oregon 97310
November 30, 1970

Mr. H. S. Cox
County-City Engineer
BUILDING

3814
3798

Reference is made to your recent letter concerning a time-payment loan for the relocation of the Lyons-Mehama Water District facilities on the Mehama Bridge Section of the Albany-Lyons Highway. As I further understand the proposition, they would request us to finance their expenditures in the approximate amount of $19,000 over a period of several years.

This request is approved. I would think that the loan would not extend longer than five years and a shorter time would be better.

It also occurs to me that it may be in the interest of the State and of the Water District to add the new lines to be constructed on the new bridge under the contract to be let by the State. It may save both organizations considerable funds if this is a box girder type of structure. At any rate, I would like you to check this last feature out with the Bridge Section and proceed as they advise you.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: A. E. Johnson
Frank Hall
Ivan Merchant
T. W. Litchfield

FORM E-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 25, 1970

March schedule

SUBJECT: Assignment 3795
Mehama Bridge Section
Albany-Lyons Highway
Lyons-Mehama Water District
Utility Relocation Payments

To: Mr. F. B. Klaboe ✓
Assistant State Highway Engineer
BUILDING

Reference Assignment #3795 regarding time payment loan for relocation of Lyons-Mehama Water District facilities: Utilities Section (Litchfield) has reviewed this matter and it was at their direction the letter of request from the District was sent requesting help.

The District has submitted cost estimates on relocation as follows:

a.	Reimbursable	$19,062.00	
b.	Non-reimbursable	25,032.00	
		$44,094.00	Total relocation costs

Pertaining to non-reimbursable items in the amount of $25,032, the District has approximately $6,500 available and is therefore requesting a loan of approximately $19,000.

Arrangements of this nature have been undertaken in the past, and in this case as a matter of expediency, at your discretion, if the Administration is desirous of extending this courtesy, I suggest you so inform the Utility Section and advise them to negotiate the necessary agreements.

Previous cases are as follows:

Hillsboro	$70,000	2 years
Knappa Water District	--	10 years
Tualatin	10,000	10 years
Tigard	38,000	10 years
Wickiup Water District	25,000	10 years
Woodburn	7,500	3 years

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OFFICE OF
STATE HIGHWAY ENGINEER

H. S. Cox
County and City Engineer

By

D. N. Harwell

D. N. Harwell
Coordinating Engineer

Add new loan under contract

DNH:mm
Att.

LYONS-MEHAMA WATER DISTRIC

LYONS, OREGON

November 16, 1970

Edwards

Klaboe

Mr. H. L. Porter
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Porter:

The Lyons-Mehama Water District has just received the cost estimates for relocation of facilities for the Santiam River, Lyons-Mehama Bridge crossing. Mr. Michael Walker of Clark and Groff, Engineers has suggested we inquire as to availability of a loan of State funds for this project.

The Distrcit will have approximately $6,500.00 to apply to this project. The Board members are of the opinion that to initiate a Bond issue for this amount would be out of the question at this time.

District Tax Revenue covers only yearly retirement of outstanding Bonds and Interest. Water sales cover operating costs leaving no funds for an expenditure of this magnitude.

Enclosed is a copy of cost-estimates prepared by Clark and Groff, Engineers. The Water Boardmembers would appreciate your review of this cost-estimate and the possibility of negotiating a loan from the Highway Department.

Any additional information concerning the District's financial status will be furnished upon request.

Very Truly Yours,

Calvin E. Culbertson

Lyons-Mehama Water Board
Calvin E. Culbertson, Chairman

LYONS-MEHAMA WATER DISTRICT
Post Office Box 134
LYONS, OREGON 97358

CEC/elm

Enclosure

RECEIVED
NOV 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
COUNTY & CITY SECTION
NOV 18 1970
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

CLARK & GROFF ENGINEERS INC.
ENGINEERING ARTS BUILDING
3276 Commercial, S. E.
SALEM, OREGON

ESTIMATOR MJW
DATE 11/9/70
Lyons - Mehama W. D.

COST ESTIMATE

Reimbursable Items

Item No.	Item	Unit	Estimated Unit Bid Price	Total Estimated Quanity	Estimated Sub-Total	Estimated Total
1.	Conc Encasement of 8" W.L.	Lin.Ft	4.00	70	280.00	
	Fredricks St.					
2.	Relocate Fire Hydrant	L.S.	300.00	1	300.00	
	Plug Existing Tee					
3.	District Facilities					
A.	8" Piping	Lin.Ft.	3.50	90	315.00	
B.	6" Piping	Lin.Ft.	3.00	10	30.00	
C.	6" Values	Each	110.00	1	110.00	
D.	Relocate 2" Service w/valve	L.S.	100.00	1	100.00	
E.	3400 Gal. CL_2 Detention Tank	L.S.	4,500.00	1	4,500.00	
F.	Rebuild CL_2 Bldg.	L.S.	2,000.00	1	2,000.00	
G.	Relocate CL_2 Equip.	L.S.	1,500.00	1	1,500.00	
H.	Replace Power & Record Equip.	L.S.	4,500.00	1	4,500.00	
I.	Replace CL_2 Line to Old Pump	Lin.Ft.	1.00	200	200.00	
J.	Replace 6" Trans Line to old Pump	Lin.Ft.	3.00	200	600.00	
K.	Replace Power Line to Old Pump	Lin.Ft.	1.25	200	250.00	
4.	Extend & Relocate Services	Each	100.00	12	1,200.00	
						15,885.00
	Engineering & Contingencies at 20%					3,177.00
	Total Cost					$19,062.00

Sheet 1 Of 2

Form No. 28-6-68

CLARK & GROFF ENGINEERS INC.
ENGINEERING ARTS BUILDING
3276 Commercial, S. E.
SALEM, OREGON

ESTIMATOR MJW
DATE 11/9/70
Lyons - Mehama W. D.

COST ESTIMATE

Non-Reimbursable Items

Item No.	Item	Unit	Estimated Unit Bid Price	Total Estimated Quanity	Estimated Sub-Total	Estimated Total
1.	Lower 6" Waterline & Casing	L.S.	1,200.00	1	1,200.00	
2.	Install 8" Bridge Crossing					
A.	8" Pipe	Lin.Ft.	12.00	480'	5,760.00	
B.	8" Gate Valves	Each	175.00	4	700.00	
C.	Fittings	L.S.	500.00	1	500.00	
D.	Connections	L.S.	200.00	1	200.00	
3.	Waterline Replacement					
	8" Pipe	Lin.Ft.	7.00	1700	11,900.00	
4.	Relocate Fire Hydrants	Each	300.00	2	600.00	
					20,860.00	20,860.00
	Engineering & Contingencies @ 20%					4,172.00
	Total					25,032.00
						19,062.00
						25,032.00
	Total Project Cost					44,094.00
	+					

Sheet 2 Of 2

UTILITY UNIT
NOV 5 - 1970

OREGON STATE
HIGHWAY DIVISION

RS-223(6)
7550

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

November 2, 1970

Lyons-Mehama Water District
City Hall
Lyons, Oregon 97358

ATTENTION: Mr. Calvin E. Culbertson

RE: Water Facilities Conflict
North Santiam River (Mehama)
Bridge Section
Albany-Lyons Highway
Linn and Marion Counties

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on March 25, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted.

Attached hereto is a list of your facilities in conflict. These conflicts consist of:

(1) A six (6)-inch water main crossing located on public road right of way.

(2) An eight (8)-inch water main crossing located on city street.

(3 & 4) Two segments of eight (8)-inch water main located on public road right of way.

(5) A six (6)-inch water main located partially on public road right of way and private property.

(6) Chlorination and power control facilities located on private property.

(7) Ten (10) water services, located partial on public road right of way and private property, which are to be reconnected.

(8) Two (2) water services, located partial on city street and private property, which are to be removed.

NOTED
A. E. JOHNSON

(9) One (1) fire hydrant located on public road right of way.

Reimbursement will be made for the adjustment, relocation or removal of that portion of your facilities presently located on private property. Reimbursement will also be made for the adjustment, relocation or removal of your facilities presently located on city streets pursuant to the terms of Chapter 272, ORS 1967. Reimbursement for utility relocations will be made pursuant to State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

The State will also require a portion of the District's property for the construction of the subject project. The property required consists of an 0.8-acre parcel of land and the building thereon housing the District's chlorination and power control facilities as shown in red on the attached sketch marked Exhibit "B".

The parcel of land and building, not including water system facilities therein, have been appraised by the State to have a value of $3,100. The State, therefore, is prepared to offer Lyons-Mehama Water District $3,100 for the parcel of land and building. In addition, the State will agree to reimburse the District for the actual cost of relocating their facilities as provided in Paragraph 2 above.

The State shall construct a relocated approach to the District's property as shown in orange on the attached sketch marked Exhibit "C". The grade of the proposed approach is as shown on the attached profile marked Exhibit "D".

A verbal request has been made to your consulting engineer, Clark and Groff Engineers, Inc., to submit an estimate and sketch map for all the work to be done and include therewith a time schedule for accomplishing the relocation work and the estimated date of completion to Mr. Fred W. Sugnet, Regional Utility Engineer, 205 East Salem Highway Building, 2960 East State Street, Salem, Oregon 97310, Phone 378-2626. These should be submitted at the earliest possible date in order to avoid delay in the construction of this project. The estimate should be prepared in a manner as to permit separation of the reimbursable work from the non-reimbursable work.

Reimbursement for consulting engineering services will be made on the basis of the percentage of the estimated cost of reimbursable work applied to the total estimated cost of all relocation work.

Will you also submit a sketch map or maps showing that portion of your existing facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project. This information will be forwarded through this office to the Director of Permits for the issuance of any necessary permits.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, MR. WALTER SANDQUIST, LABORATORY BUILDING, SALEM, OREGON 97310, PHONE 378-2640, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Walter Sandquist. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. F. W. Sugnet.

As regards the parcel of land and building for which we have offered $3,100, please advise this office as soon as possible if this offer is acceptable, and we will prepare the necessary documents.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

Enc.
cc: A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
R. D. Asburry
Walter Sandquist
F. W. Sugnet

RECEIVED
NOV 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

LIST OF CONFLICTS

Utility: Lyons-Mehama Water District
Project: North Santiam River (Mehama) Bridge Section
Highway: Albany-Lyons
County: Linn and Marion

Sheet 1 of 2 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
(1) 6" Water Main	4+05	C/L	Crossing	X		Permit No. 10621
(2) 8" Water Main	11+25	C/L	Crossing		X	190' on City Street
	12+92	145'	E			Contacted on existing structure under Permit #10621, which is to be removed upon completion of new bridge
(3) 8" Water Main	to			X		
	17+35	38'	E			
	19+00	35'	E			
(4) 8" Water Main	to			X		Under Permit #10621
	21+32	at C/L				
	21+32	at C/L				
(4) 8" Water Main	to			X		Under Permit #10621
	23+60	15'	W			
	23+60	15'	W			
(4) 8" Water Main	to			X		Under Permit #10621
	25+68	at C/L				
	25+68	at C/L				
(4) 8" Water Main	to			X		Under Permit #10621
	30+00	18'	E			

LIST OF CONFLICTS

Utility: Lyons-Mehama Water District
Project: North Santiam River (Mehama) Bridge
Highway: Albany-Lyons
County: Linn and Marion

Sheet 2 of 2 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
(5) 6" Water Main	17+30	C/L	Crossing	20'	90'	Line from chlorinating plant.
(6) Chlorination & power Control Facilities (Not to include building)	17+00	65'	E		X	Located on District property in building to be acquired under R/W 44277.
(7)		Services to be Reconnected.				
	20+31	10'	E	10'	0	Service East
	21+32	C/L		37'	11'	Service West
	22+42	10'	W	25'	5'	Service West
	24+90	8'	W	47'	3'	Service West
	25+51	C/L		36'	0	Service West
	26+42	6'	E	46'	4'	Service West
	27+05	10'	E	49'	9'	Service West
	27+65	12'	E	28'	0	Service East
	28+40	18'	E	12'	2'	Service East
	29+30	18'	E	10'	0	Service East
(8)		Services to be Removed				
	11+60	17'	E		Private & City Street	Service South
	11+40	28'	W		Private & City Street	Service South
(9) Fire Hydrant	29+18	25'	E	X		

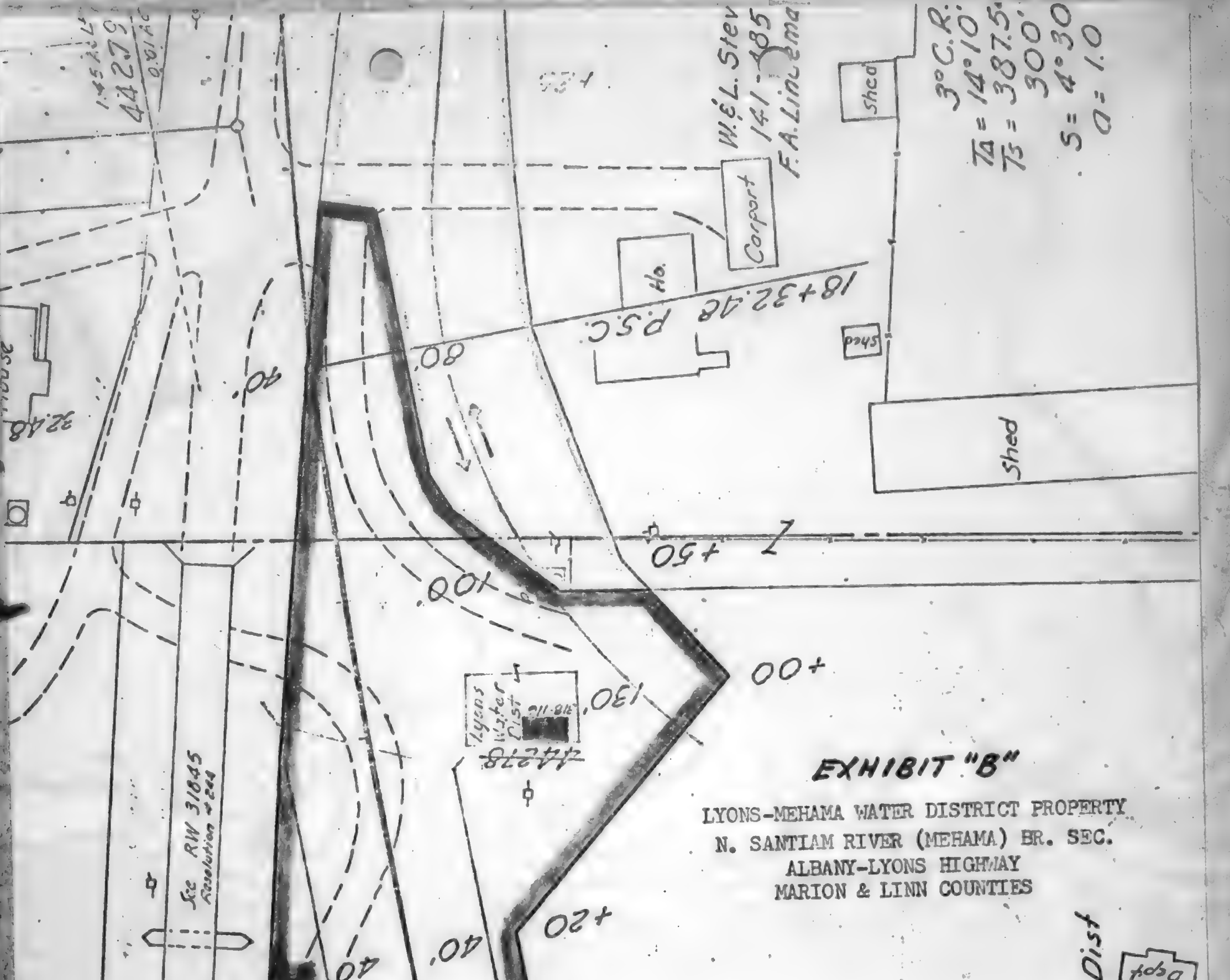
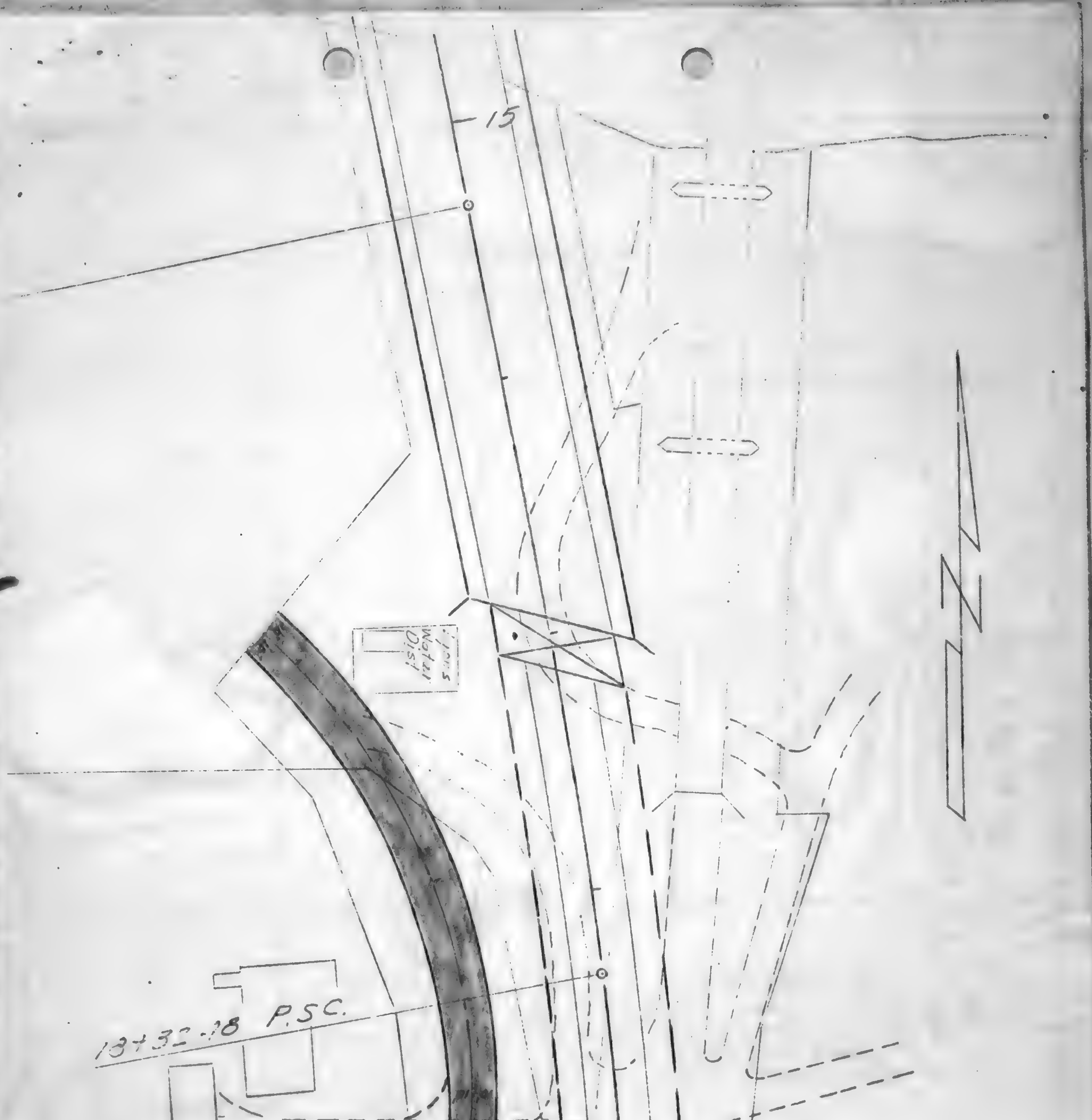

1.45 Ac Lt
44279
0.01 Ac
W.&L. Stev
141-485
F.A.Lindema
3°C.R.
Δ = 14°10'
Ts = 387.5'
300'
S = 4°30
a = 1.0
Shed
Carport
Ho.
18+32.48 P.S.C.
Shed
Shed
House
32.48
80
40
100
+50
00+
130
Lyons Water Dist
44278
See RW 31845 Resolution 4244
+20
40
40
+20
0.05 Ac± Lt
44277
0.8 Ac±
2.5 Ac± Rt
15+32.48 P.S.
15+00
40
Water Dept
Lyons - Mehama Water Dist
323-227
Water Dept
LIMITS

EXHIBIT "B"

LYONS-MEHAMA WATER DISTRICT PROPERTY
N. SANTIAM RIVER (MEHAMA) BR. SEC.
ALBANY-LYONS HIGHWAY
MARION & LINN COUNTIES


15
Lyons Water Dist
13+32.18 P.S.C.

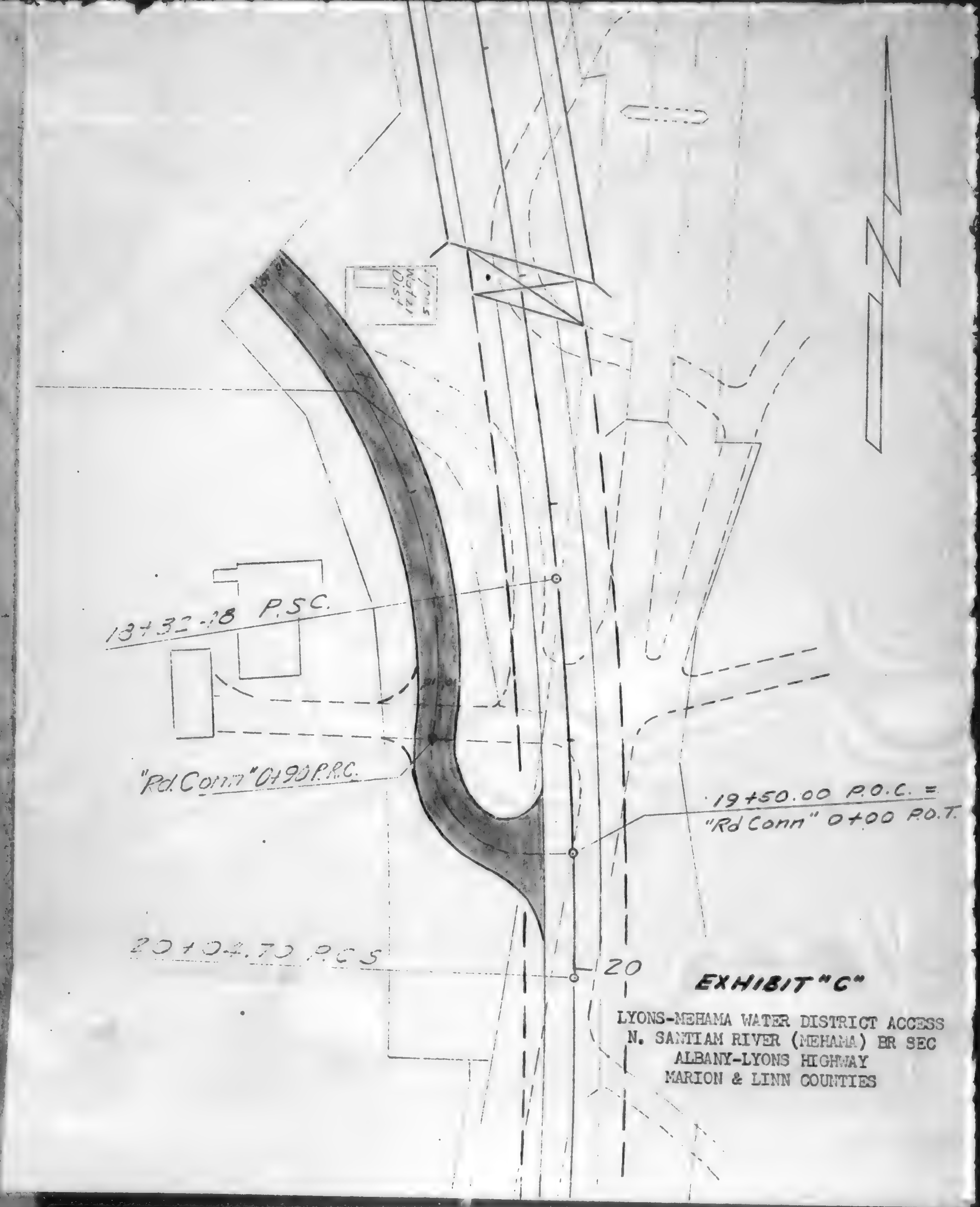
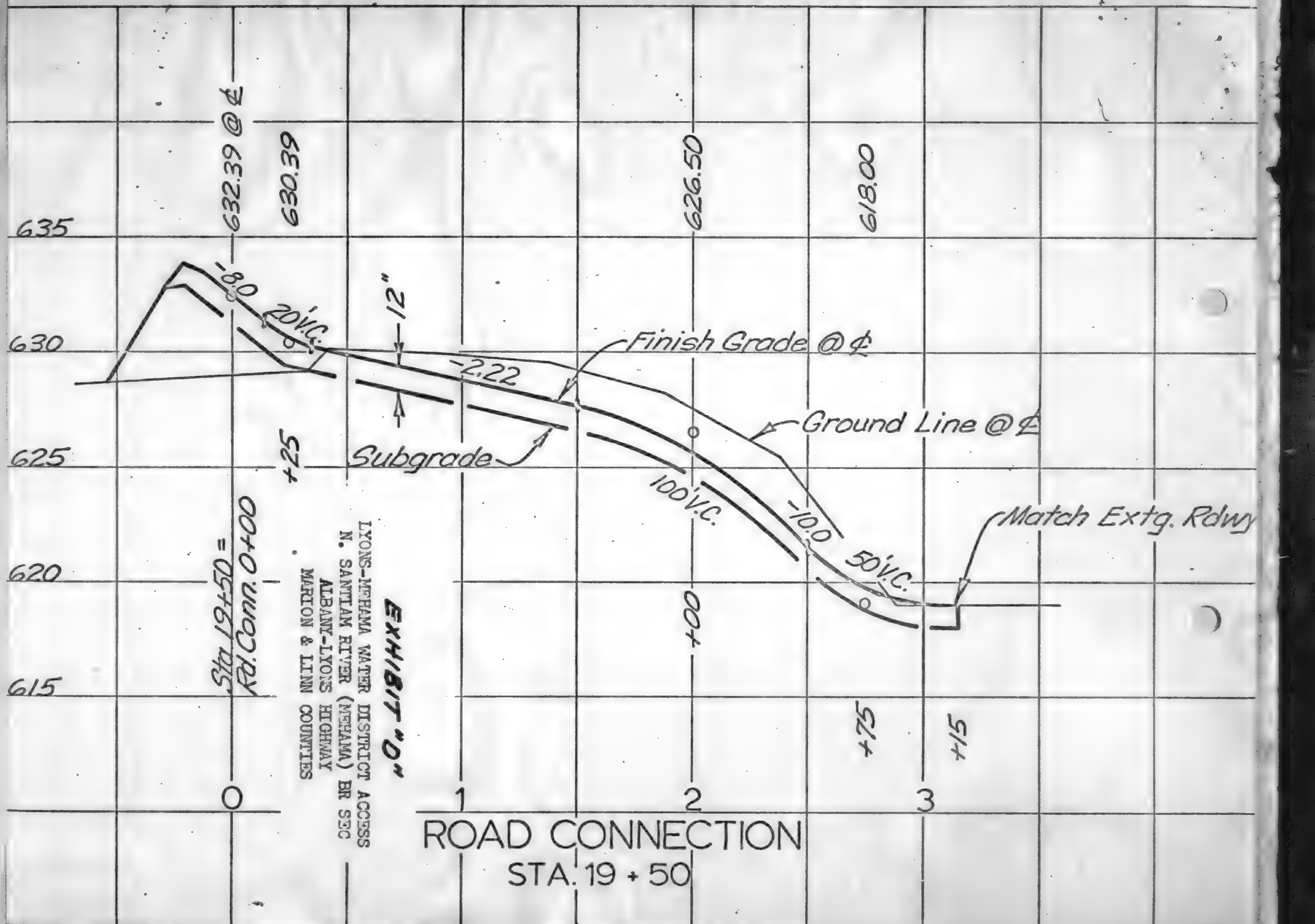

Lyons
Water
Dist
13+32.18 P.S.C.
"Rd Conn" 0+90 P.R.C.
19+50.00 P.O.C. =
"Rd Conn" 0+00 P.O.T.
20+04.70 P.C.S
20

EXHIBIT "C"

LYONS-MEHAMA WATER DISTRICT ACCESS
N. SANTIAM RIVER (MEHAMA) BR SEC
ALBANY-LYONS HIGHWAY
MARION & LINN COUNTIES


635
630
625
620
615
632.39 @ ℄
630.39
626.50
618.00
-8.0
20'V.C.
12"
-2.22
Finish Grade @ ℄
Ground Line @ ℄
Subgrade
100'V.C.
-10.0
50'V.C.
Match Extg. Rdwy
Sta 19+50 =
Rd. Conn. 0+00
+25
+00
+75
+15
0
1
2
3

ROAD CONNECTION
STA. 19 + 50

EXHIBIT "D"

LYONS-MEHAMA WATER DISTRICT ACCESS
N. SANTIAM RIVER (MEHAMA) BR SEC
ALBANY-LYONS HIGHWAY
MARION & LINN COUNTIES

RECEIVED
JAN 4 1971
FOR FILING

RS-2236(6)
7550

November 27, 1970

11-24-70

MISC. CONTRACTS and AGREEMENTS No. 4117

City of Lyons
City Hall
Lyons, Oregon 97358

Attention: Mrs. Evelyn L. Mormon
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the proposed construction of the North Santiam River (Mehama) Bridge Section of the Albany-Lyons Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conf. agreement att.)

RECEIVED
NOV 18 1970
FOR FILING

Court
Bridge
A-Z

Mehama

November 17, 1970

Oregon State Highway Commission

Gentlemen:

There will be presented for your consideration at the November 24 meeting a construction agreement covering the proposed construction of the North Santiam River (Mehama) Bridge Section of the Albany-Lyons Secondary Highway, lying partially within the corporate limits of the city of Lyons.

A companion agreement with Marion County will also be necessary for this section.

This agreement provides for construction and maintenance of the project by the State and includes provisions covering right-of-way acquisition, grading, drainage, base, paving, curbs, pedestrian walks, signing, and a new bridge crossing the North Santiam River. The City agrees to cooperate with the State in the usual manner to effect the relocation or adjustment of any utility facilities which may be in conflict with the plans for the project.

The project is scheduled for contract at the March 25 bid opening with an estimated cost of $900,000.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Quary
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
Frank Hall
F. D. Morgan
L. H. Young
I. D. Merchant
H. S. Cox
R. D. Asburry

MCH:ljt sr

RECEIVED
AUG 13 1970

Edwards

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS

Room 19 ★ Marion County Courthouse, Salem, Oregon 97301 ★ Telephone AC 503/581-1574
W. J. KVARSTEN, *Director*

RS-223(6)

August 10, 1970 7550

Klaboe

Mr. R. L. Porter
Oregon State Engineer
State Highway Division
Highway Building
Salem, Oregon 97310

RE: Mehama Bridge Section, Albany Lyons Highway

Dear Mr. Porter:

This letter is to inform you that following the requirements of the Project Notification and Review System established by the Federal Bureau of the Budget, the Council of Governments, functioning as the areawide clearinghouse for Marion, Polk, and Yamhill Counties, has disseminated your Intent to Apply notification to affected jurisdictions and agencies throughout the District for their comments.

The Council is pleased to inform you that it endorses the preparation of an application for federal assistance for this project.

Yours very truly,

WJ Kvarsten

W. J. Kvarsten, Director
Mid Willamette Valley
Council of Governments

NOTED
F. B. KLABOE

MACDONALD/jhm

cc: Tom Edwards, State Highway Division
L. H. Young, State Highway Division
Robert E. Royer, State Highway Division

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AUG 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

MEMBER AGENCIES:
STATE OF OREGON • MARION COUNTY • POLK COUNTY • YAMHILL COUNTY • CITY OF SALEM • CITY OF DALLAS
CITY OF WOODBURN • CITY OF SILVERTON • CITY OF McMINNVILLE • CITY OF INDEPENDENCE
SCHOOL DISTRICT 24J • MARION COUNTY FIRE DISTRICT NO. 1

HIGHWAY CORRIDOR AND DESIGN RESOLUTION

WHEREAS, the State Highway Commission heretofore authorized and directed the Engineer to study and prepare a route location and highway design for the Mehama Bridge Section of the Albany-Lyons Highway in Marion and Linn Counties and in connection therewith to prepare a map showing the location and design for said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed his study and prepared a map showing the route location and highway design and has submitted the same for the final decision of the Commission; and

WHEREAS, a public hearing was offered on this section but no requests were received; and

WHEREAS, after due consideration of the aforesaid map, field notes and other engineering data submitted by the Engineer; the views given by various governmental agencies, officers, and advisory groups affected by the highway route location and design and also the social, economic and environmental effects of the route location and highway design proposed by the Engineer, it is the judgment of the Commission that the route location and highway design for said highway section designated as Mehama Bridge Section of the Albany-Lyons Highway in Marion and Linn Counties should be approved.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively as follows:

1. That the route location and highway design as shown on the Engineer's map of the Mehama Bridge Section of the Albany-Lyons Highway beginning at Highway Engineer's Station 2+50 just north of Emma Street in Mehama and extending in a southerly direction to Highway Engineer's Station 31+00 approximately 1300 feet south of the North Santiam River, which map for identification purposes bears Survey Design Approval Map File No. 1R-4-443 and the date of April 1970, field notes and other engineering data submitted by the Engineer hereby are approved and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed the same shall be done in accordance with said route location and highway design unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said route location and highway design constitutes and is determined as instructions to the Engineer to prepare and make available to the Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction or improvement of said highway section. The approval and adoption shall also constitute authority for the Right of Way Department to proceed promptly with acquisition of the necessary rights-of-way pursuant to the route location and highway design approved hereby.

4. That construction of the above-mentioned section shall be accomplished with limited access control.

June 2, 1970

5. That this resolution be entered in the minutes and records of the Commission as of the 2nd day of June, 1970, as "Highway Corridor and Design Resolution No. 379."

UN 1 - 1970

223(6)

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May 28, 1970

Oregon State Highway Commission

Gentlemen:

Surveys have been completed on the following sections. All required public hearings have been held and the Bureau of Public Roads has granted design approval.

Hayesville Interchange-Battle Creek Section, Pacific Highway

The work involves resurfacing the existing pavement, rebuilding the shoulder areas and safety work. The hearing was waived. The Bureau of Public Roads approved the design March 26, 1970. The length of this project is 10.3 miles and the estimated cost of construction is $3,650,000. This is an Interstate project.

Elk River-Port Orford Section, Oregon Coast Highway

The work involves four-laning the existing facility composed of four 12-foot travel lanes, variable median and 10-foot shoulders. The hearing was held January 15, 1970, and the Bureau of Public Roads approved the design April 30, 1970. The length of this project is 1.98 miles and the total estimated cost is $1,375,000 ie: Construction $1,200,000, Right-of-Way $175,000. Finance approval is not being requested but authority to purchase the right-of-way is requested.

Park Street-Tolman Creek Road Section, Green Springs Highway

The work involves four-laning the existing facility with four 12-foot travel lanes, 16-foot median and three-foot curb shy distance outside of the travel lanes. The hearing was held February 19, 1970, and design approved by the Bureau of Public Roads May 15, 1970. The length of this project is 0.53 mile and the total estimated cost is $1,500,000 ie: Construction $1,325,000, Right-of-Way $175,000. Finance approval was obtained on November 13, 1969.

Winston-Shady Interchange Section, Coos Bay-Roseburg Highway

The work involves four-laning the existing facility with four 12-foot travel lanes, variable median and 10-foot shoulders. The hearing was held October 28, 1969, and the Bureau of Public Roads approved the design May 1, 1970. The length of this section is 3.7 miles and the total estimated cost is $6,425,000 ie: Construction $5,700,000, Right-of-Way $725,000. Finance approval was obtained on December 23, 1969.

N. E. 60th Avenue-N. E. Sandy Boulevard Section, Northeast Portland Highway

The work involves four-laning the existing facility with four 12-foot travel lanes, 16-foot median and 10-foot curbed shoulders. The hearing was held January 13, 1970, and design requested of the Bureau of Public Roads May 13, 1970. The length of this project is 2.1 miles and the total estimated cost is $4,725,000 ie: Construction $3,025,000, Right-of-Way $1,700,000. Finance approval has been obtained for the westerly portion (N. E. 60th Avenue to the Cascade Highway Section) on August 19, 1969.

Eagle Creek-Estacada Section, Clackamas Highway

The work involves grading the entire section to four lanes with two-lane surfacing on 4.7 miles west of Estacada composed of two 12-foot travel lanes with 10-foot shoulders. The remaining 1.2 miles near Estacada will be surfaced to four lanes composed of four 12-foot travel lanes, 16-foot median and 10-foot shoulders. The hearing was held January 8, 1970, and design approved May 15, 1970. The length of this section is 5.9 miles and the total estimated cost is $3,550,000 is: Construction $3,150,000, Right-of-Way $400,000. This is a bond project approved by the Emergency Board in August 1969.

Mehama Bridge Section, Albany-Lyons Highway no map

The work involves replacing the existing bridge on new alignment, grading and paving of new approaches composed of two 12-foot travel lanes and 10-foot shoulders. The hearing was waived and we received design approval April 30, 1970. This section is 0.5 mile in length and the total cost is $995,000 is: Construction $900,000, Right-of-Way $95,000. Finance approval was obtained on August 19, 1969.

Maps of these projects are attached for your information. I recommend survey-design approval and request authority to purchase the necessary rights-of-way.

This matter will be on the agenda for your consideration at the June 2 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachments

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
D. J. Barbee
L. H. Young
V. E. Skoog
D. H. Moehring
R. D. Asburry
C. T. Keasey
A. E. Johnson
L. W. Rulien

BLG:aw sr

FORM 2-30 50M 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1970

NOTED
FORREST COOPER

SUBJECT: Design Approval
Mehama Bridge Section
Project S-223(-)
Albany-Lyons Hwy. ONE 226
Marion and Linn Counties

To: Mr. F. B. Klaboe
Asst. State Highway Engineer

BUILDING

We hereby request your approval of the design, as described hereinafter and also set forth in the enclosed Study Report, for the proposed project on the Mehama Bridge Section of the Albany-Lyons Highway in Marion and Linn Counties.

Notice of the opportunity to request a design public hearing by any interested party was published in the appropriate news media on February 12, 1970 and February 19, 1970 stipulating a deadline of March 6, 1970 for hearing requests. The Highway Division was notified by the City of Lyons' letter dated March 10, 1970 that no request for a public hearing had been received.

The Highway Division has considered the social, economic and environmental effects of the proposed project and recommends the approval of the following described design:

Proposed Roadway:

2-12' lanes of high-type pavement with 10' paved shoulders.

Proposed Structure:

A 480' reinforced concrete deck girder bridge with a horizontal clearance of 44' to provide 2-12' lanes and 10' shoulders. A 5' sidewalk will be provided on each side.

More complete design details are contained in the enclosed study report which consists of the following documents:

RECEIVED
APR 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

a. Design Division Report, April 9, 1970

b. Traffic Engineering Division Report, March 12, 1970

c. Right of Way Division Letter, April 2, 1970

d. Detail Map

e. Typical Sections

f. Profile

The proposed project has been reviewed and approved by the State Clearinghouse per Mr. Edward G. Westerdahl II's letter of March 30, 1970 which is enclosed.

"Notice of Intent" was sent to Districts Nos. 3 and 4, Mid Willamette Valley Council of Governments and Linn-Benton Association of Governments respectively on March 6, 1970 and said notice has lain before the Districts for more than 30 days without comment and under IM 50-1-70, in such circumstances, approval may be requested and granted.

The description of the design for which we are requesting your approval is being published in the appropriate news media as required by PPM 20-8. A copy of the request to said news media is attached.

L. H. Young
L. H. Young
Program and Planning Engineer

RMC:bb
Enclosures
cc: Forrest Cooper ✓
R. L. Porter
D. J. Barbee
H. S. Cox
R. N. Chase
B. L. Gifford

NOTED
FORREST COOPER

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 9, 1970

SUBJECT: Mehama Bridge Section
Albany-Lyons Highway
Marion and Linn Counties

To: MEMO TO THE FILES

A public hearing was offered on the above project but there were no requests. The proposed project is 0.52 mile in length and parallels and follows the existing highway. The bridge crossing the North Santiam River will be approximately 140 feet westerly, or down stream, from the existing structure.

The proposed facility will be a two-lane highway. The portion northerly of the structure will be curbed and 44 feet wide. The portion southerly of the structure will have two 12-foot lanes and two 10-foot shoulders. The bridge will be 44 feet wide with 5-foot sidewalks on both sides.

The vertical alignment will generally follow the grade of the existing highway with the deck of the proposed structure being approximately the same elevation as the deck of the existing bridge.

B. KLABOE

Donald E. Keyes

Donald E. Keyes
Preliminary Design Rural Supervisor

DEK:jp

cc: F. B. Klaboe
F. E. Terpin

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APR 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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APR 2 - 1970

FOR FILING

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1550

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

March 30, 1970

Klaboe

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
State Highway Building
Salem, Oregon 97310

MEHAMA BRIDGE SECTION, ALBANY-LYONS HIGHWAY

This project has been referred to the appropriate state agencies for review. All have expressed approval. The Fish Commission commented that fish passage must be maintained in the North Santiam River and requested that pollution or silt loads caused by construction be avoided if possible.

With these qualifications we are pleased to add our approval.

Ed

Edward G. Westerdahl, II

4-1-70

REFERRED TO
Young
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

RECEIVED
MAR 3 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
MAR 6 - 1970
FOR FILING

RS-223(4)
7 75.50

Mehama Br. Section
General files Copy

March 6, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are the completed Notice of intent to apply for federal assistance for three federal-aid projects as follows:

State Administrative District No. 3 and 4

Federal-Aid Secondary	Mehama Bridge Section Albany-Lyons Highway

State Administrative District No. 7

Federal-Aid Secondary	Cape Arago Hwy.-Woodland Drive Sec. Empire-Coos Bay Highway

State Administrative District No. 10

Federal-Aid Primary	Bend East City Limits-Ward Road Sec. Central Oregon Highway

The estimated date of filing for federal-aid funds on these projects is September 1, 1970. In order that these dates and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
R. L. Schroeder
H. S. Cox
B. L. Gifford
R. N. Chase

Attachments

ATTACHMENT B

NOTICE OF INTENT

March 6, 1970

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division Salem (Address)
Contact Person L. H. Young 2761 (Phone)

1. Project Location

Administrative District 3 and 4 City Mehama
County Marion & Linn Special District(s) (if applicable)
Other affected jurisdictions/agencies

2. Federal Program

Common Program Name Federal Aid Secondary
Authorizing Legislation Title 23 U.S.C. Highways (Public Law No. and Title)
Fed. Admin. Agency: Dept. Department of Transportation
Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant	405,000	Source of State Agency Share (if any)	
Local Applicant Share	-	General Fund	-
*State Agency Share	269,000	Other Funds (specify)	-
Other (specify)	-	*Total State Agency Share	269,000
TOTAL	674,000		

*Indicates totals should be equal.

4. Estimated Application Filing Date September 1, 1970

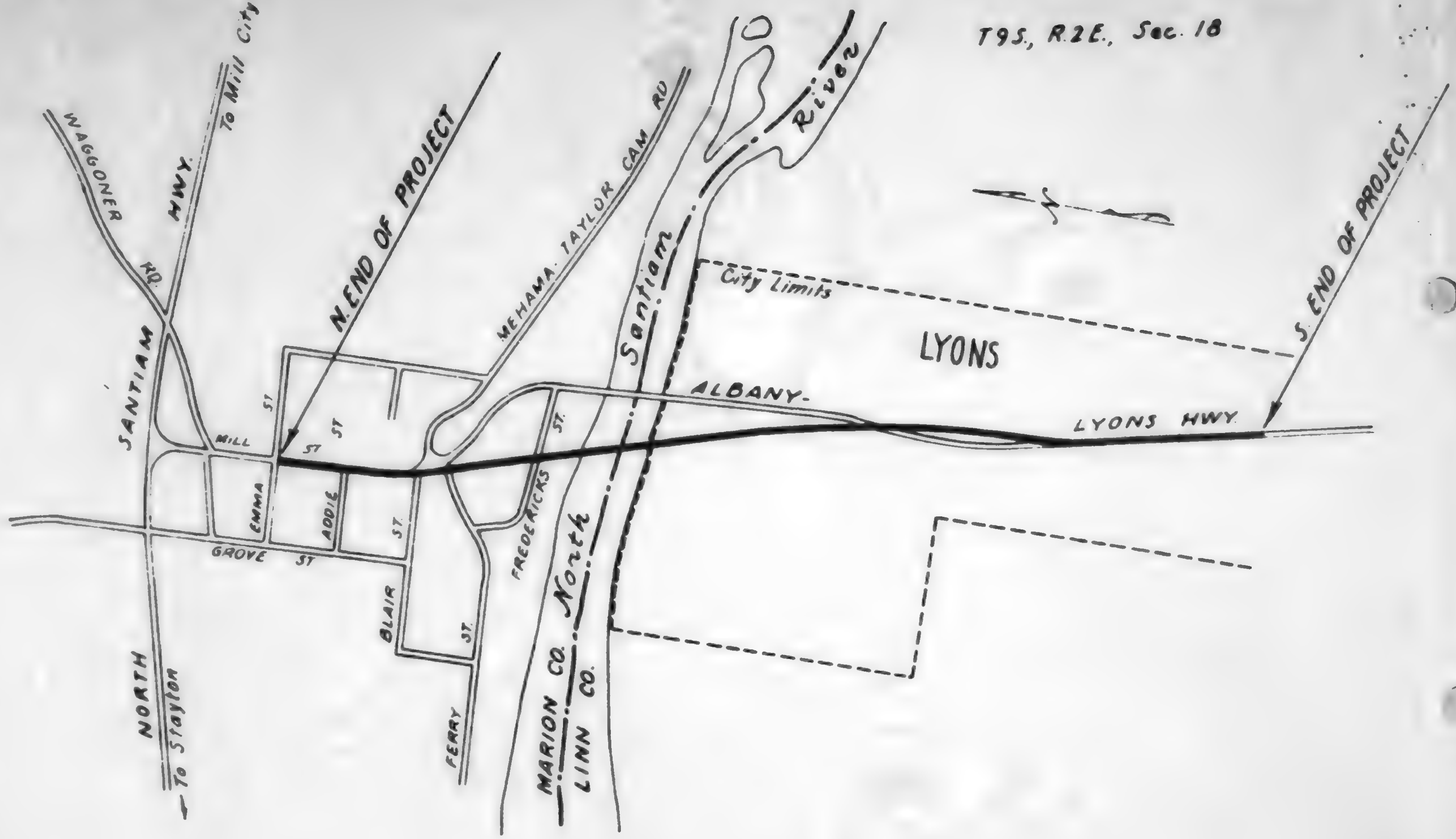
5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

Mehama Bridge Section, Albany-Lyons Highway

Project to consist of preliminary engineering, right-of-way acquisition, grading, paving, structure and incidental work to replace the existing Mehama Bridge and its approaches on improved alignment.

Length of Project	0.5 mile
Estimated ADT	1968 - 2300 1989 - 4400
Standards	Class A (2) Highway (Technical Bulletin No. 19)
Typical Section	The proposed facility will be a two lane highway having two 12-foot travel lanes with variable 4-foot to 8-foot shoulders.
Structure	There will be a major stream crossing over the North Santiam River.

See attached map for geographical location.


T9S., R.2E., Sec. 18
S. END OF PROJECT
N. END OF PROJECT
LYONS
City Limits
ALBANY-
LYONS HWY.
Santiam
River
North
MARION CO.
LINN CO.
MEHAMA-TAYLOR CAM RD
WAGGONER RD.
SANTIAM HWY.
To Mill City
NORTH
To Stayton
MILL ST.
ST.
EMMA
ADDIE
ST.
GROVE ST.
BLAIR
FERRY ST.
FREDERICKS ST.

OREGON STATE HIGHWAY DIVISION

Design Hearing Map

MEHAMA BRIDGE SECTION

ALBANY - LYONS HIGHWAY

MARION-LINN COUNTIES

RECEIVED
MAR 6 - 1970
FOR FILING

RS-22-70
7550

March 6, 1970

Mid-Willamette Council of Governments
Room 19, Marion County Courthouse
Salem, Oregon 97301

Gentlemen:

Attached for your review and comment as District Clearinghouse (re: Executive Memorandum 01-270-02), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project:

Mehama Bridge Section
Albany-Lyons Highway

As required by said Executive Memorandum, the Notice of Intent has been sent to the State Clearinghouse for review and comment.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attach.

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee.
H. S. Cox
R. L. Schroeder
B. L. Gifford
R. N. Chase

VB:aw

RECEIVED
MAR 6 - 1970

FOR FILING

[illegible]
[illegible]

March 6, 1970

Linn-Benton Association of Governments (LBAG)
P. O. Box 100, Linn County Courthouse
Albany, Oregon 97321

Gentlemen:

Attached for your review and comment as District Clearinghouse (re: Executive Memorandum 01-270-02), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project:

Mehama Bridge Section
Albany-Lyons Highway

As required by said Executive Memorandum, the Notice of Intent has been sent to the State Clearinghouse for review and comment.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attach.

cc: R. E. Simpson, BPR
F. B. Klabee
D. J. Barbee
H. S. Cox
R. L. Schroeder
B. L. Gifford
R. N. Chase

VB:aw

V. D. Wolfe:
This, I believe, should
be confirmed at the
next Com. meeting
FE

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 9, 1970

Lyons City Council
City Hall
Lyons, Oregon 97358

Attention: Hon. Dennis Clipfell
Mayor

Gentlemen:

Under date of October 20, 1969, we wrote to you advising that the Oregon State Highway Commission had proposed plans, with alternate routes being considered, for future right-of-way acquisition and construction on the Mehama Bridge Section of the Albany-Lyons Highway (ORE 226) lying partially within the City of Lyons, in Marion and Linn Counties, Oregon. The letter offered the opportunity to request a corridor hearing on the matter, if desired.

Under date of November 26, 1969, a letter from Mrs. Evelyn L. Mormon, City Recorder of Lyons, was received by the Highway Commission advising that the City of Lyons had not received any requests for a hearing on this proposal. Based on the foregoing, the Highway Division has approved Corridor #2 as the route location for the proposal which will basically follow new alignment westerly of the existing facility, with the proposal consisting of two 12-foot travel lanes and two 10-foot shoulders, including a new structure over the North Santiam River. The route of the proposed alignment is approximately as shown shaded on the attached map.

In conformance with federal regulations and state statutes, the Highway Commission must offer or hold additional design hearings; therefore, they will have a notice published in the appropriate newspapers in the vicinity. The federal requirement is that the notice appear for two successive weeks, so it will appear in the Thursday, February 12, and Thursday, February 19, 1970, issues of the papers. This notice is to inform interested persons of the proposal and to afford them an opportunity to request a design hearing if they so desire.

This notice will contain information asking that requests for a hearing be directed to the Lyons City Council. The deadline for such a request has been set as Friday, March 6, 1970.

NOTED
VICTOR D. WOLFE

A reply as to whether or not any requests for a hearing are received would be appreciated by Wednesday, March 11, 1970.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

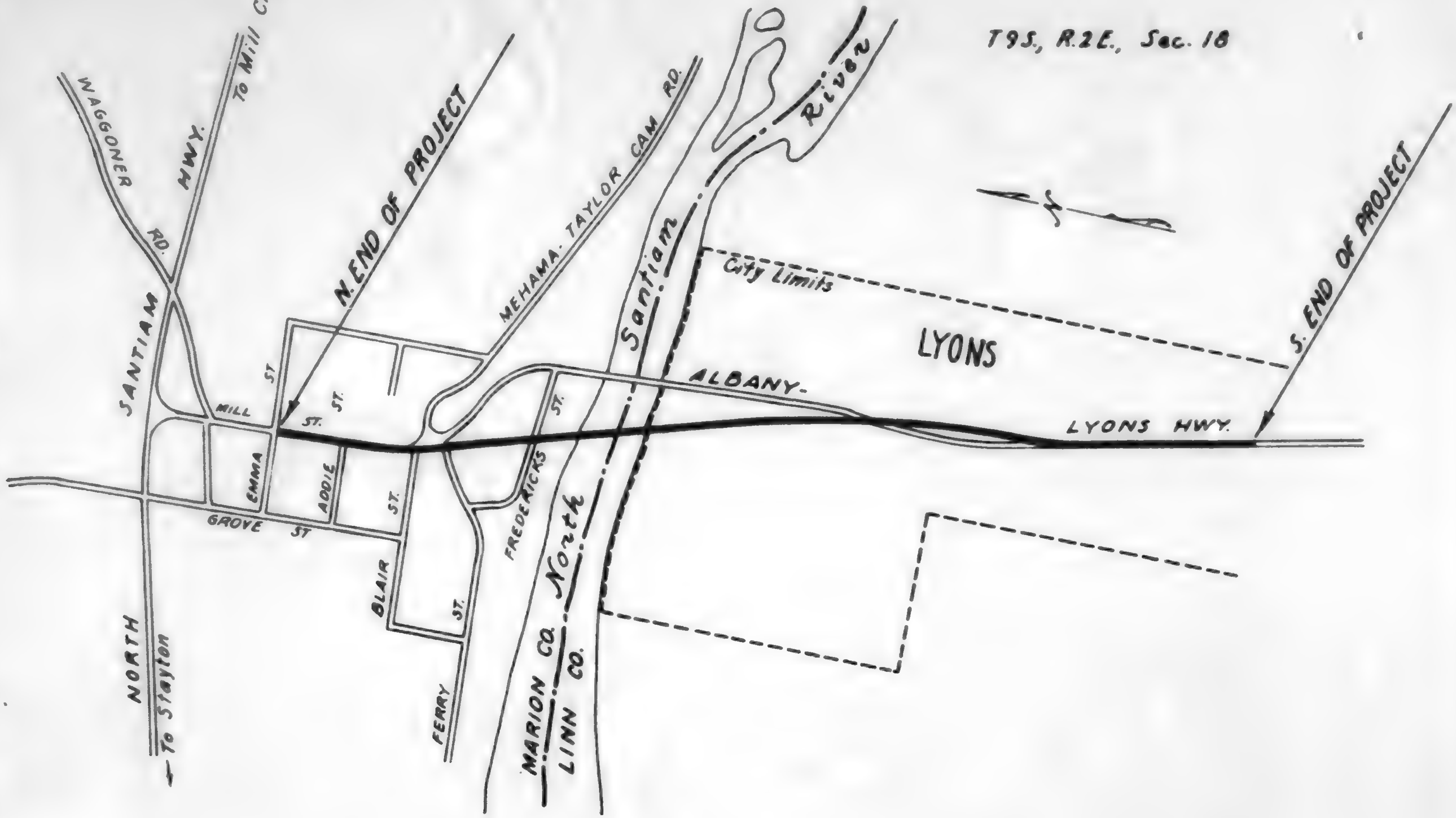
DNH:ljt
Att: Map
cc: Please see following.

RECEIVED
FEB 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Lyons City Council
(Re: Mehama Bridge Section, Albany-Lyons Highway)

cc: Highway Commission, 3
Forrest Cooper
R. L. Porter
Tom Edwards
L. P. Shaw
F. B. Klaboe
W. D. Wolfe
Ralph Sipprell
L. H. Young, 2
D. J. Barbee
D. H. Moehring, 2
V. E. Skoog
G. E. Rohde, 2
F. D. Morgan
H. S. Cox
R. L. Schroeder
D. G. Talbot
R. N. Chase
A. D. Olson
I. D. Merchant
T. W. Litchfield
D. L. Trout
W. H. Tebeau
J. J. Earley
Roy Priem
R. D. Asburry
U. S. Bureau of Public Roads, Salem and Portland
U. S. Department of Housing, Urban Development; Portland, San Francisco
U. S. Department of Interior; Portland, Regional Coordinator
Bureau of Outdoor Recreation, Seattle, Department of Interior
Federal Aviation Administration, Seattle
Local Government Relations, Public Service Bldg.
Office of the Governor, Committee on Natural Resources
Fish Commission of Oregon, Portland
Oregon State Department of Forestry, Salem
Oregon State Game Commission, Portland
Department of Commerce, Commerce Building, Salem
Soil and Water Conservation Committee, Agriculture Bldg., Salem
State Marine Board, Agriculture Bldg., Salem
Division of State Lands, Agriculture Bldg., Salem
Public Utility Commission, Public Service Bldg., Salem
Oregon State Board of Health, Sanitation-Engineering Div., Portland
Oregon State Board of Aeronautics, Salem
Oregon Council of Architects, AIA, Portland

cc: Linn County Engineer, Courthouse, Albany 97321
Attention: Mr. Richard Dalke
Linn County Planning Commission, Courthouse, Albany 97321
Peoples Telephone Company, P.O. Box 67, Lyons 97358
Pacific Power and Light Company, Public Service Bldg., Portland 97204
Attention: Mr. R. H. Sallee, Property Agent
Linn-Benton Inter Ed District, Courthouse Annex, P.O. Box 100, Albany 97321
Senator Glenn Huston, Route 2, Box 176, Lebanon 97355
Representative Gerald W. Detering, Route 1, Box 182, Harrisburg 97446
Representative William F. Gwinn, 2900 Lawnridge, Albany 97321
Linn County Board of Commissioners, Courthouse, Albany 97321
Marion County Board of Commissioners, Courthouse, Salem 97301
Marion County Public Works Director, Courthouse, Salem 97301
Attention: Mr. John Anderson
Marion County Planning Commission, Courthouse, Salem 97301
Lyons-Mehama Water District, c/o City of Lyons, City Hall, Lyons 97358
Mari-Linn School District #29J, Lyons 97358
Mill City School District #129J, P.O. Box 1448, Mill City 97360
Senator Robert L. Elfstrom, P.O. Box 470, Salem 97301
Representative John W. Anunsen, 610 15th Street N. E., Salem 97301
Representative Wallace P. Carson, Jr., 1309 Hillendale Drive S.E., Salem 97302
Representative M. K. Crothers, M. D., 1517 Court Street N.E. Salem 97301
Representative L. B. Day, 1391 Warren Street South, Salem 97302
Northwest Natural Gas Company, 123 N.W. Flanders, Portland 97209
Attention: Engineering Dept.)


T9S., R.2E., Sec. 18
N
NORTH SANTIAM HWY.
To Stayton
To Mill City
WAGGONER RD.
N. END OF PROJECT
MILL ST.
EMMA ST.
ADDIE ST.
GROVE ST.
BLAIR ST.
FERRY ST.
FREDERICKS ST.
MEHAMA-TAYLOR CAM RD.
MARION CO.
LINN CO.
North Santiam River
City Limits
LYONS
ALBANY-LYONS HWY.
S. END OF PROJECT

OREGON STATE HIGHWAY DIVISION

Design Hearing Map

MEHAMA BRIDGE SECTION

ALBANY - LYONS HIGHWAY

MARION-LINN COUNTIES

NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Commission has given location and design approval to acquire right-of-way for future construction on the Hot Lake Overcrossing Section of the La Grande-Baker Highway (ORE 203), near the community of Hot Lake in Union County, Oregon.

The proposal consists of relocation and construction of this section on the La Grande-Baker Highway, including a new structure over the Union Pacific Railroad. The facility will be constructed with two 12-foot travel lanes and 8-foot shoulders. Access will be provided at the major road connections.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Affidavit of Publication

State of Oregon, County of Union,—ss.

I, Don F. MacPherson, being first duly sworn, depose and say that I am the publisher of The Union Republic, a newspaper of general circulation as defined by ORS 193.010 and 193.020; printed and published at Union in the aforesaid County and State, that

NOTICE

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for one successive and consecutive weeks in the following issues:

November 21, 1969

Subscribed and sworn to before me this 6th day of February, 1970, 19

Notary Public for Oregon

My Commission expires Nov 21, 1971)

no hearing was requested & none held

RECEIVED
JAN 14 1970

FOR FILING

RS-333(6)

7550

1-8-70

PREFIX NO. 122-1493

ADDENDUM "B" TO LOCATION PROSPECTUS
MEHAMA BRIDGE SECTION
ALBANY-LYONS HIGHWAY
MARION AND LINN COUNTIES

The following addendum is submitted to correct and revise Addendum "A" to the Location Prospectus concerning the abovenamed section:

PARAGRAPH 1: Correct as per Addendum "A".

PARAGRAPH 2: Delete and replace with the following:

> PARAGRAPH 8: The proposed structure will have a horizontal clearance of 44 feet between rails with 5-foot sidewalks on each side.

PARAGRAPH 3: Correct as per Addendum "A".

ATTACHMENT: Remove and destroy the present attachment and replace with attachment from this addendum.

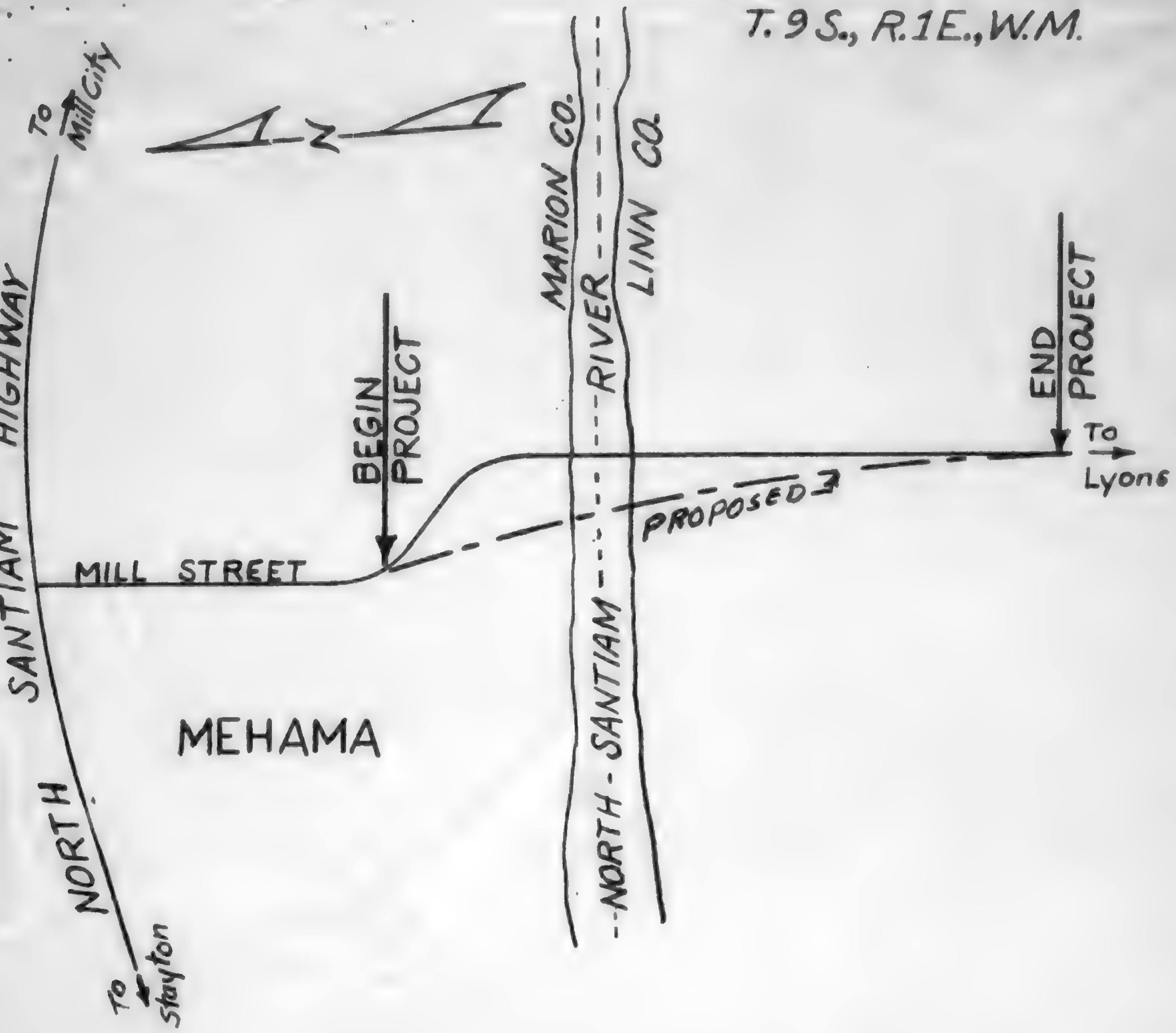
January 8, 1970

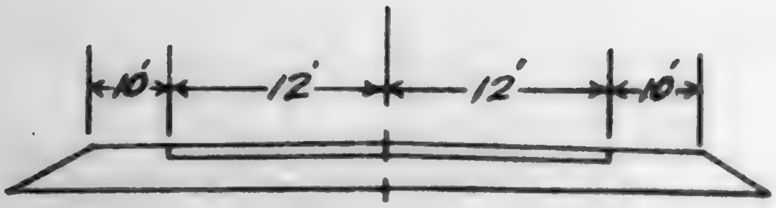
Oregon State Game Commission
Bureau of Public Roads (3)
Forrest Cooper
F. B. Klaboe
D. J. Barbee
F. L. Hall
Ivan Merchant (4)
F. D. Morgan
J.M. Cartwright (2)
H. S. Cox (2)
W. N. Hackleman
A. D. Olson
Jack Rowland
C. G. Swenson
F. E. Terpin

Fish Commission of Oregon
R. D. Asburry (4)
Tom Edwards
V. D. Wolfe
F. B. Crandall
E. S. Hunter
D. H. Moehring (3)
L. H. Young
R. N. Chase
B. L. Gifford
V. J. Johnson
R. E. Olson
Robert Royer
W. H. Tebeau
F. W. Yarbrough (2)

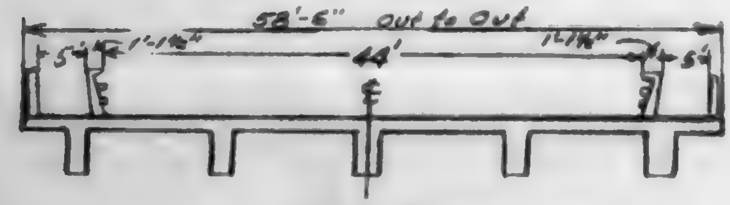
NOTED
F. B. KLABOE

RECEIVED
JAN 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER


T. 9 S., R. 1 E., W.M.
N
To Mill City
NORTH SANTIAM HIGHWAY
MARION CO.
LINN CO.
NORTH - SANTIAM - RIVER
BEGIN PROJECT
END PROJECT
To Lyons
PROPOSED ℄
MILL STREET
MEHAMA
To Stayton



TYPICAL SECTION


58'-6" Out to Out
5"
1'-1½"
44'
1'-1½"
5"
℄

BRIDGE SECTION

-PROSPECTUS MAP-

MEHAMA BRIDGE SECTION
Albany - Lyons Highway
Marion & Linn Counties

Arthur Duffy, Resident Engineer
December, 1966

Rev. 1-8-70

Klaboe

[illegible]
SEP 29 1969
FOR [illegible]

OREGON STATE
HIGHWAY DEPARTMENT

RS-223(6)
2550

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

September 25, 1969

Lyons City Council
City Hall
Lyons, Oregon 97358

Attention Hon. Dennis Clipfell, Mayor

Gentlemen:

Under date of April 18, 1969, we wrote to you that the Oregon State Highway Commission had proposed plans for future right-of-way acquisition and construction on the Mehama Bridge Section of the Albany-Lyons Highway (ORE 226) in Marion and Linn Counties, and partially within the city of Lyons, Oregon. The routing of the proposal is approximately as shown shaded on the attached map.

A letter from the Lyons City Recorder, Mrs. Evelyn L. Mormon, was received subsequently, advising that the City of Lyons desired more information on this proposal.

This is to advise you that a meeting was held with Mrs. Mormon and, per our discussion, we request you consider the proposal as to its effect on the city.

The study indicates that the proposal may follow one of the routes indicated on the attached map.

In order to avoid parallel routing of the state highway system serving duplicating purposes, a determination should be made as to the disposition of jurisdiction of the existing route provided an alternate route is constructed. The Highway Commission therefore requests your consideration at this time to accept, upon completion of the new route, the by-passed section of the present route as a part of the local road system to provide service for persons living thereon or communities served thereby. A companion request has been directed to the Marion County Board of Commissioners for that portion within that county, and an affirmative reply has been received.

Signatures in the appropriate space provided below will indicate that the City of Lyons will, by a subsequent formal agreement with the State Highway Commission, accept such by-passed section, if any, as a local jurisdictional road upon completion of the project and after it has been placed in a suitable condition as agreed upon by County and State.

It is currently proposed to hold a public hearing on this matter sometime in November to present and discuss the alternate proposals and we wish to request the City of Lyons to make a statement regarding these or any alternate proposals or offer comments pertaining to the City's water supply facilities.

In the event testimony taken at the hearing reveals a desirability for a new location, access will be provided to serve the abutting properties adjacent to the facility.

Please return one signed copy of this letter to H. S. Cox, County and City Division Engineer, State Highway Building, Salem, Oregon, 97310. Your prompt attention to this matter would be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

D N Harwell

for H. S. Cox
County and City Engineer

APPROVED
CITY OF ________
BY MAYOR ________
BY RECORDER ________
DATE ________

DNH:mm

cc: F. B. Klaboe
Victor Wolfe
D. J. Barbee
R. D. Asburry
W. H. Tebeau

RECEIVED
SEP 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 12 1969
FOR FILING

RS-223(6
2550

August 11, 1969

Oregon State Highway Commission

Gentlemen:

Tentatively approved on Program XII are two projects that we contemplate contracting during the next construction season. Public hearings will be required on these projects, thus enabling Federal-aid funding under Bureau of Public Roads Policy and Procedure Memorandum 20-8.

Highway	Section	Amount
Albany-Lyons	Mehama Bridge	$600,000
N. E. Portland	N. E. 60th Avenue-Cascade Highway	700,000

I recommend the construction of these projects with Federal-aid funds and request your confirmation of financing on Program XII.

I further request your concurrence in conducting the necessary public hearings through all phases necessary to obtain location and design approval from the Bureau of Public Roads.

This matter will be on the agenda for your approval and confirmation at the August 19 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Tom Edwards
V. D. Wolfe
D. J. Barbee
L. H. Young
F. D. Morgan
D. H. Moehring
H. S. Cox
V. E. Skoog
R. D. Asburry

BLG:ia sr

RECEIVED
APR 22 1969

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

RS-223(6)
7550

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 18, 1969

NOTED
F. B. KLABOE

Lyons City Council
City Hall
Lyons, Oregon 97358

Attention Hon. Dennis Clipfell, The Mayor

Gentlemen:

The State Highway Commission is studying alternate proposals to relocate and construct the Mehama Bridge Section of the Albany-Lyons Highway (ORE 226) in Linn and Marion Counties, which includes a portion within the City of Lyons. Actual construction of said section will be based on the availability of funds.

The study indicates that the proposal may follow one of the routes indicated on the attached map shown in green, or remain on the present route as indicated on the attached map in red.

In order to avoid parallel routing of the State Highway System serving duplicating purposes, a determination should be made as to the disposition of jurisdiction of the existing route provided an alternate route is constructed. The Highway Commission therefore requests your consideration at this time to accept, upon completion of the new route, the by-passed section of the present route as a part of the local road system to provide service for persons living thereon or communities served thereby. A companion request is being directed to the Marion County Board of Commissioners for that portion within that county.

Signatures in the appropriate space provided below will indicate that the City of Lyons will, by a subsequent formal agreement with the State Highway Commission, accept such by-passed section, if any, as a local jurisdictional road upon completion of the project and after it has been placed in a suitable condition as agreed upon by County and State.

Please return one signed copy to H. S. Cox, County and City Division Engineer, State Highway Building, Salem, Oregon, 97310.

Very truly yours,

Forrest Cooper
State Highway Engineer

By H. S. Cox
H. S. Cox
County and City Engineer

RECEIVED
APR 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FBA:cb
Att: Map
cc F. B. Klaboe
Victor Wolfe
D. J. Barbee
R. D. Asburry

RECEIVED
SEP 8 1969
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

15-90-[illegible]
1550

24

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 17, 1969

RECEIVED
MAR 3 - 1969
ENGINEER
COUNTY & CITY DIVISION

Marion County Board of Commissioners
Courthouse
Salem, Oregon 97301

Gentlemen:

The State Highway Commission is studying alternate proposals to relocate and construct the Nehama Bridge Section of the Albany-Lyons Highway (ORE 226) in Marion and Linn Counties, Oregon. Actual construction of said section will be based on the availability of funds.

The study indicates that the proposal may follow one of the routes indicated on the attached map, shown in green, or remain on the present route as indicated on the attached map in red.

In order to avoid parallel routing of the State Highway System serving duplicating purposes, a determination should be made as to the disposition or jurisdiction of the existing route provided an alternate route is constructed. The Highway Commission therefore requests your consideration at this time to accept, upon completion of the new route, the by-passed section of the present route as a part of the local road system to provide service for persons living thereon or communities served thereby. A companion request is being directed to the Linn County Court for the portion within that county.

Signatures in the appropriate space provided below will indicate that Marion County will, by a subsequent formal agreement with the State Highway Commission, accept such by-passed section, if any, as a local jurisdictional road upon completion of the project and after it has been placed in suitable condition as agreed upon by County and State.

Please return one signed copy to H. S. Cox, County and City Engineer, State Highway Building, Salem, Oregon, 97310.

APPROVED Feb 26 1969
BOARD OF COMMISSIONERS OF COUNTY
BY Henry C. Mattson
COMMISSIONER
R. H. McCarthy
COMMISSIONER
Harry Carson Jr.
COMMISSIONER

Very truly yours,

Forrest Cooper
State Highway Engineer

By H. S. Cox
H. S. Cox
County and City Engineer

Attach: Map

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

RECEIVED
FEB 19 1969
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

[illegible]
2550

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 17, 1969

Linn County Court
Courthouse
Albany, Oregon 97321

Gentlemen:

The State Highway Commission is studying alternate proposals to relocate and construct the Mehama Bridge Section of the Albany-Lyons Highway (ORE 226) in Linn and Marion Counties, Oregon. Actual construction of said section will be based on the availability of funds.

The study indicates that the proposal may follow one of the routes indicated on the attached map, shown in green, or remain on the present route as indicated on the attached map in red.

In order to avoid parallel routing of the State Highway System serving duplicating purposes, a determination should be made as to the disposition or jurisdiction of the existing route provided an alternate route is constructed. The Highway Commission therefore requests your consideration at this time to accept, upon completion of the new route, the by-passed section of the present route as a part of the local road system to provide service for persons living thereon or communities served thereby. A companion request is being directed to the Marion County Board of Commissioners for the portion within that county.

Signatures in the appropriate space provided below will indicate that Linn County will, by a subsequent formal agreement with the State Highway Commission, accept such by-passed section, if any, as a local jurisdictional road upon completion of the project and after it has been placed in suitable condition as agreed upon by County and State.

Please return one signed copy to H. S. Cox, County and City Division Engineer, State Highway Building, Salem, Oregon, 97310.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
H S Cox
H. S. Cox
County and City Engineer

FHA:cb
Attach: Map
cc F. B. Klaboe
Victor Wolfe
D. J. Barbee
R. D. Asburry

RECEIVED
FEB 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ___ Pages

Section MEHAMA BRIDGE Highway Albany-Lyons (FAR 220) County Marion & Linn Prefix 122-1493

Res. Engr. A. Duffy Approx. Length 0.3 Miles. S.M.P. 25.25 to N.M.P. 25.60 Date 5-15-68

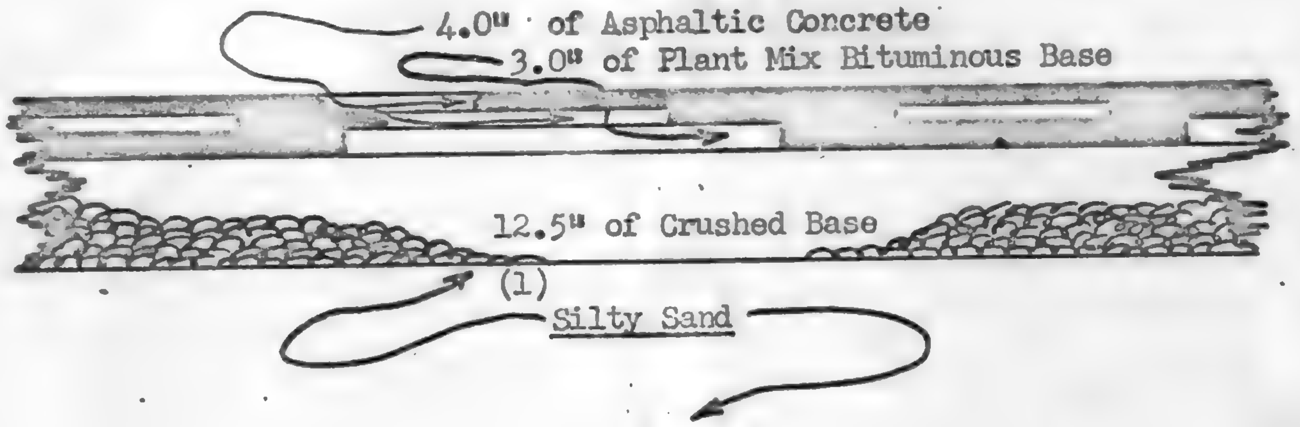
Truck A.D.T. 501 Traffic Coefficient 9.6 18 kip s.a. per day 303.4 (Automobiles not considered.)

Annual Precipitation 67" Frost Penetration --------.

	CBE Total Req.	Credit	Actual Thick.
A.C.		8.0	4.0
P.M.B.B.		5.5	3.0
Cr. Base		12.5	12.5
	26.0	26.0	19.5

RECEIVED MAY 23 1968

(1)
Typical Soil
35 LL
0 PI
91 %P 10
38 %P200
9 %Gravel
17 %C Sand
36 %F Sand
34 %Silt
4 %Clay
23 "R" Value
[illegible]



AASHO CLASSIFICATION:

A-4

MATERIAL SOURCES:

To be determined
by the Engineer.

5-15-68

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]

Submitted by ______ for Staff Assistant

Recommended by ______ Asst. Engineer of Materials

Recommended by ______ Construction Engineer

Approved by ______ Asst. State Highway Engineer

MEHAMA BRIDGE
Albany-Lyons Highway
Marion & Linn Counties

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	3/4"-0 Level Course	Crushed Base	"CBE" Total Requirement	Actual Thickness
8 - 9	3.5"	3.0"	10.5"	23.0"	17.0"
7 - 8	3.5"	2.0"	11.5"	20.5"	17.0"
6 - 7	3.0"	2.0"	10.0"	18.0"	15.0"
4.8 - 6	2.0"	2.0"	9.0"	15.0"	13.0"
Cars Only	2.0"	2.0"	5.0"	11.0"	9.0"

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0"	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Crushed Base
1.0"	Oil Mat	=	1.1"	Crushed Base
1.0"	Stone Subbase (Per Standard Specifications) (plus Supplementals.)	=	0.8"	Crushed Base

TRAFFIC ANALYSIS

SECTION: MEHAMA BRIDGE
HIGHWAY: Albany-Lyons
COUNTY: Marion & Linn

2300 Present ADT (1967)
15 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	80	1.9	152	116	450	52,200
3	100	1.9	190	145	1000	145,000
4	3	1.9	6	5	1250	6,250
5	160	1.9	304	232	3180	737,760
6	2	1.9	4	3	2570	7,710
				501	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 948,920
TWENTY YEAR EWL 18,978,400
TRAFFIC COEFFICIENT 9.6

SECTION: MEHAMA BRIDGE

HIGHWAY: Albany-Lyons

COUNTY: Marion & Linn

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks:
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.3± mi.) project with no P.C.C. in the immediate area.

COMMISSIONERS
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
ED[illegible], PORTLAND
LEONARD N. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG. 1400 S. W. 5TH AVENUE
PORTLAND 97201

RECEIVED
FEB 28 1967

FOR FILE
RS-223
1550

RECEIVED
FEB 21 1967
CONSTRUCTION DIVISION

Routing
Morgan
Bond
Barbee
Walker
Clang
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

February 20, 1967

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

Your letters to us dated December 20 and 28, 1966 regarding the following construction projects have been examined.

Mehama Bridge Section, Albany-Lyons Highway, Marion and Linn Counties.

Wilson River Highway Junction-North Plains Section, Sunset Highway, Washington County.

Reed Creek-Cedar Creek Section, Siletz Highway, Lincoln County.

No problems foreseen on the above projects.

Killin Bridge Section, Woodburn-Estacada Highway, Marion County.

Fish passage must be provided on Pudding River during construction.

Standard precautions against stream pollution should be observed. Your bringing these projects to our attention is appreciated.

Sincerely,

Burt Carnegie

BURT CARNEGIE
HYDRAULICS ENGINEER

NOTED
F. B. KLABOE

2-21-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (6)
fp

RECEIVED
FEB 21 1967
OFFICE OF
STATE [illegible] ENGINEER

RECEIVED
JAN 3 - 1967
FOR [illegible]

NOTED
R. L. PORTER

BS-2231(6)
7550

12-29-66

Prefix No. 122-1493

ADDENDUM "A" TO LOCATION PROSPECTUS
MEHAMA BRIDGE SECTION
ALBANY-LYONS HIGHWAY
MARION AND LINN COUNTIES

The following addendum is submitted to correct and revise the location prospectus concerning the Mehama Bridge Section of the Albany-Lyons Highway.

PARAGRAPH 1 THROUGH 7: Correct as per original prospectus.

PARAGRAPH 8: Delete and replace with the following: "The proposed structure will have a horizontal clearance of 54 feet between G.M. type rails. A 5-foot sidewalk will be designed for one side of the bridge."

PARAGRAPH 9 THROUGH 14: Correct as per original prospectus.

ATTACHMENT: Remove and destroy the original attachment and replace with attachment from this addendum.

December 29, 1966
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

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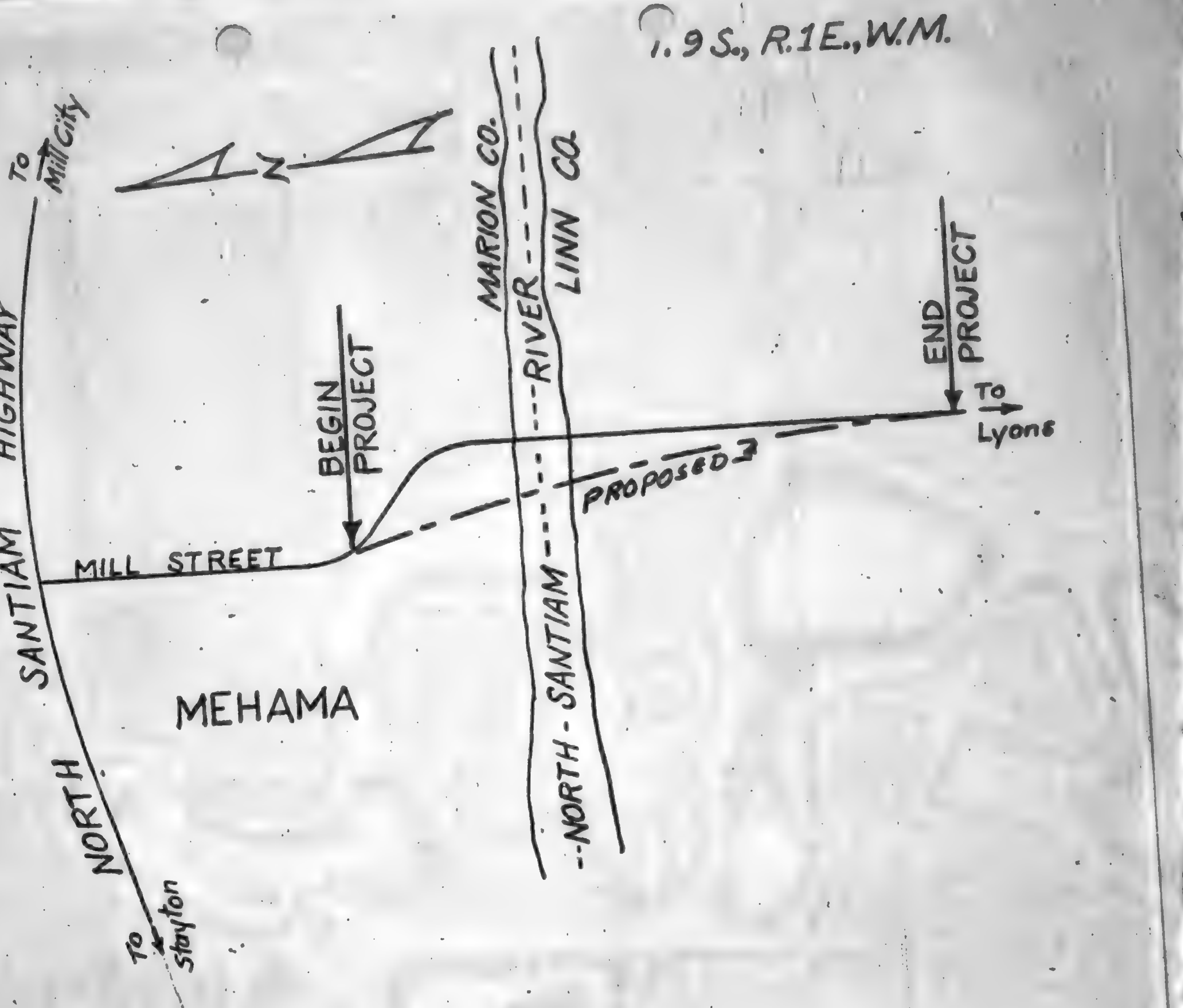
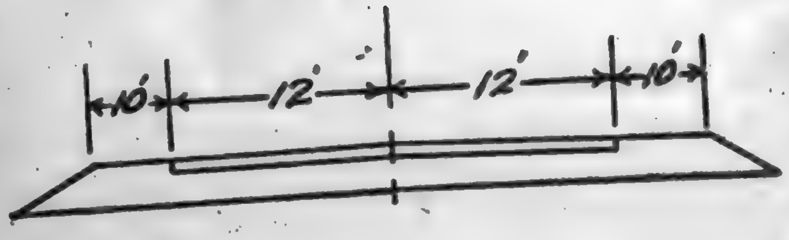
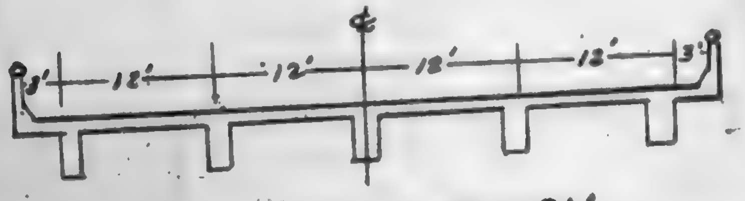
DEC 30 1966
OFFICE
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER


T. 9 S., R.1E., W.M.
N
To Mill City
NORTH SANTIAM HIGHWAY
MARION CO.
LINN CO.
NORTH - SANTIAM - RIVER
BEGIN PROJECT
END PROJECT
To Lyons
PROPOSED
MILL STREET
MEHAMA
To Stayton



TYPICAL SECTION


℄
3'
12'
12'
12'
12'
3'

BRIDGE SECTION

-PROSPECTUS MAP-

MEHAMA BRIDGE SECTION
Albany - Lyons Highway
Marion & Linn Counties

Arthur Duffy, Resident Engineer
December, 1966

RECEIVED
DEC 29 1966
FOR FILING

R3-223
7500

12-19 66

Prefix No. 122-1493

LOCATION PROSPECTUS
MEHAMA BRIDGE SECTION
ALBANY-LYONS HIGHWAY
MARION AND LINN COUNTIES

HIGHWAY: Albany-Lyons, State Seconary No. 211, Federal-aid Secondary No. 220.

TERMINI: The southerly terminus is at M.P. 25.25 approximately 0.16 mile southerly of the northerly city limits of the town of Lyons. The northerly terminus is at M.P. 25.60 which is 0.14 mile southerly of the junction of the North Santiam Highway with the Albany-Lyons Highway.

LENGTH: 0.3 mile.

NARRATIVE: This will be a location type of survey to prepare plans, specifications and estimates of cost for replacement of the existing bridge on revised alignment. Routine soils investigations will be conducted. Drainage problems are not anticipated. Reconnaissance is not necessary. An economic analysis is not needed at this time.

CHARACTERISTICS: The present ADT is 2,000; the projected ADT is 3,800.

STANDARDS: Class "A(2)". Deviations from standards are not anticipated.

TYPICAL SECTION: Two 12-foot lanes with 10-foot shoulders.

BRIDGE: The proposed structure will have a horizontal clearance of 44 feet. The need for sidewalks will be determined during the survey.

ACCESS: By permit - not controlled.

BASE DESIGN: Tentative base design for construction is:

4 " A.C.
3 " Plant mix Bit. Base
11-1/2" Coarse Base

18-1/2"

MATERIAL: Available from commercial sources at Stayton.

NO
TOM ED

ADDITIONAL FACILITIES: No railroads or airports affected.

AGREEMENTS: Routine utility adjustments. An agreement with the town of Lyons will be necessary; also an opportunity for a public hearing will be offered.

PARKS: None.

December 19, 1966
Attachment

cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

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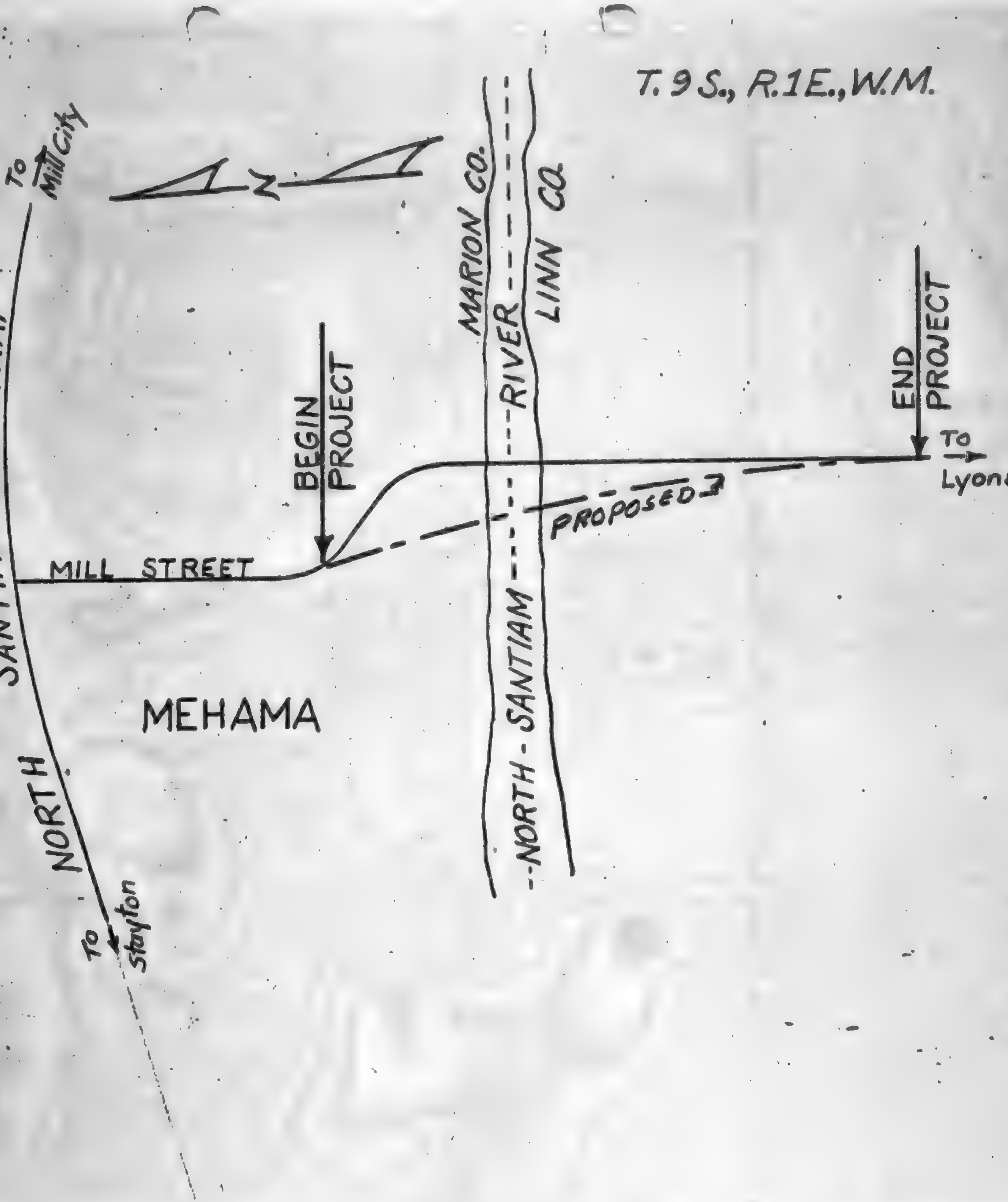
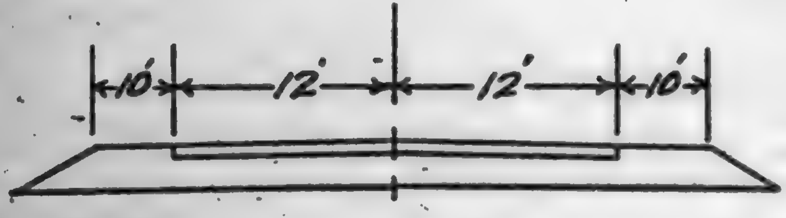
DEC 27 1966
OFFICE OF
STATE HIGHWAY ENGINEER


T. 9 S., R.1E., W.M.
To Mill City
N
NORTH SANTIAM HIGHWAY
MARION CO.
LINN CO.
NORTH - SANTIAM - RIVER
BEGIN PROJECT
END PROJECT
To Lyons
PROPOSED
MILL STREET
MEHAMA
To Stayton



TYPICAL SECTION

-PROSPECTUS MAP-

MEHAMA BRIDGE SECTION
Albany - Lyons Highway
Marion & Linn Counties

Arthur Duffy, Resident Engineer
December, 1966

FILE NO. PSSR 22-17

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 4, 1966

SUBJECT: Mehama Bridge Section
Albany-Lyons Highway, M.P. 25.46
Marion and Linn Counties

To:

Mr. F. D. Morgan
Construction Engineer
OFFICE

ATTENTION: Mr. D. J. Barbee

Two plans were studied with reference to possible realignment of the Albany-Lyons Highway to be associated with the replacement of the present bridge over the North Santiam River. A mosaic print (1"=200') depicting these plans accompanies this report.

Plan "A" would involve a new bridge parallel to and close enough to the present bridge to allow use of it as a detour during construction. Estimated cost is $450,000 as follows:

Grade and Pave	$ 70,000	
Structure	315,000	
Right of Way	65,000	
Est. Const. Cost	$450,000	(0.3 mile)

NOTED
F. B. KLABOE

Plan "B" would involve a completely new alignment which would result in the elimination of some reversing curvature in Mehama. As in the above plan, the existing bridge could be used as a detour during construction. Estimated cost is $450,000 as follows:

Grade and Pave	$ 75,000	
Structure	330,000	
Right of Way	45,000	
Est. Const. Cost	$450,000	(0.3 mile)

Structure costs (based upon a 44-foot roadway) and right of way costs were obtained from the Bridge Division and the Right of Way Division respectively. The possibility of replacing the structure on present alignment was considered with its cost being about $90,000 less than either of the above plans; however, there could be problems with the conflict of traffic at various stages of construction which are virtually eliminated by the construction of an independent structure as called for on either Plan "A" or Plan "B". 1965 ADT through the area is 2,000.

A hydraulic analysis was made in this vicinity to determine the bridge length to be used on the replacement structure. With the measure of control now available from the Detroit and Big Cliff Dams, it was found that the structure length could be reduced to 375 feet (normal crossing) -- length of the present bridge is 490 feet. The above estimates are based on this shorter length assuming a pier in the center of the channel (structure costs would be increased about $150,000 for each plan if a clear span over the channel were desired). With the control from the dams, it was felt that no adverse conditions with respect to channel flow would arise with apier in the channel (channel bottom width would be in the neighborhood of 250 feet).

W. H. Tebeau
W. H. Tebeau
Preliminary Studies Engineer

WHT:fp
Attach.

RECEIVED
AUG 1 - 1966
FOR FILING

RS-223(6)
2550

Salem, Oregon 97310
August 1, 1966

Albany-Lyons Highway

Mr. F. B. Morgan
Construction Engineer
BUILDING

Attention: Mr. D. J. Barbee

There is a bridge located at M.P. 25.46 called the Nehama Bridge on this section. It was constructed in 1920 and has a horizontal clearance of 17'6".

Please initiate a survey order for the replacement of this bridge. Before you actually do the work, bring the proposed alignment to me for my perusal.

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

cc: Mr. Victor D. Wolfe

RECEIVED
APR 13 1966

FOR FILING

Corr
Bridges
Ika
Mehama

Salem, Oregon 97310
April 12, 1966

Mr. F. B. Morgan
Construction Engineer
BUILDING

Attention Mr. Ben Gifford

Please consider the Mehama Bridge, No. 533, at M.P. 25.46 on the Albany-Lyons Highway for the next State Construction Program.

A very rough idea of the cost of this project is $500,000.

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

T-5025(2) Bancroft St. (Portland) Channel. '71
Oswego Hwy., SW Macadam Ave. at Bancroft
#7551 (Grad., pav., traf. signals & sign.)

C&A 4034 - [illegible]

OREGON
HIGHWAY D

FORM A-[illegible] REV. [illegible]

DATE

[illegible]

Advance [illegible]
Amount [illegible]
Balance of [illegible]

City cost[illegible]
Less amount [illegible]

BAL[illegible]

If payer has made payment for
service, indicate the amount of

If payer has made a deposit w
guarantee payment, indicate the

Is this a partial or final request

If there have been any previous
billing in connection with this sa
indicate the total amount of all p

Give the number of the last previou
in connection with this same servi

Instructions The original and dupli
[illegible] will forward ori
[illegible] concerned
Accounting Division

T

OREGON STATE HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

NO. 115138

FORM A-190 (REV. 1-73)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-1-74	CC 1430		26-0602-299

CODE: PØRTLCØ

City of Portland
City Hall
Portland, OR 97204
ATTN: Mr. Robert E. Rector
State Highway Coordinator

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: TOPICS Project T-5025(2) Oswego Highway @ S.W. Bancroft Street City of Portland Covered by agreement dated 8-26-70. Contract #7551			
Advance Deposit		15,900.00	
Amount previously transferred		14,900.00	
Balance of advance deposit			1,000.00
City costs per attached sheet		21,581.99	
Less amount previously transferred		14,900.00	6,681.99
BALANCE DUE FROM CITY			$5,681.99

RECEIVED
COUNTY & CITY SECTION
AUG - 2 1974
☑ ENGR. ☑ COOR. ☐ OE ☒ AE ■ UE
☑ UPE ☐ CE ☒ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
[illegible]

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF PORTLAND
CITY HALL
PORTLAND, OREGON 97204

Attention of Mr. Robert E. Rector
State Highway Coordinator

Request No. (assigned by staff engineer or head of division) cc 1430

Date July 31, 1974

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project T-5025(2)
Oswego Highway @ S.W. Bancroft Street
City of Portland

Covered by agreement dated 8/26/70.
Contract #7551

Itemized Statement: CLR-DT FILE #502502 ADVANCE DEPOSIT $15,900.00

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	15,900.00	
		Amount previously transferred	14,900.00	
		Balance of advance deposit		1,000.00
		City costs per attached sheet	21,581.99	
		Less amount previously transferred	14,900.00	
				6,681.99
		BALANCE DUE FROM CITY		$ 5,681.99

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 15,900.00

Is this a partial or final request for billing? FINAL

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 14,900

Give the number of the last previous request in connection with this same service. cc 1334

Credit distribution: 26-0602-299

Submitted by: GEZ
Gary E. Zehner, Urban Program Engineer
County & City Unit

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** July 31, 1974

CITY PORTLAND **Contract No.** 7551 **Date Completed** 6/23/72

PROJECT # T-5025(2) **Section** Oswego Highway @ S.W. Bancroft Street

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 4,817.41
Payments to Contractor		60,710.40
SFO #1, Permanent Traffic Lines		1,053.27
SFO #2 Install Water Meter		536.50
SFO #3, Furnish & Plant Vines		911.15
Construction Engineering		13,791.23
Utility Audit Expense		6.76
Right-of-way Acquisition Cost		11,057.51
TOTAL PROJECT COST		$ 92,884.23
Federal Aid Funds Collected		46,836.14
BALANCE		$ 46,048.09
Items in which FHWA did not participate:		
Final contract payment summary	$ 621.12	
SFO #1, Permanent traffic lines	18.26	
Construction engineering in excess of 10%	7,534.03	
Right-of-way acquisition cost	11,057.51	19,230.92
Amount to be shared by City & State		$ 26,817.17
City share per agreement dated 8/26/70:		
50% of $26,817.17		$ 13,408.58
100% of non-participating items (except r/w)		8,173.41
		$ 21,581.99
City's Advance Deposit - 4/9/71		$ 15,900.00
BALANCE DUE FROM CITY		$ 5,681.99

Reference: Billing Form cc 1430

... F.A. Projects

F.A. No.	Cont.#	Prefix	Description	F.A. Funds	Date
S-17-102(1)	7546	517-102	Jump off Joe Cr. - Louse Cr. Interch.	[illegible]	5-20-
I-5-2(22)18	P.E.	Various	Canyonville - Jump off Joe C.-	601,192.45	5-20-
SDN-306(9)	P.E.	Various	The Dalles - Celilo Section	252,951.22	5-20-
I 80N-7(4) 54	P.E.	1 Seq. 18	South Baker Jct. - Nelson Section	250,8[illegible]	5-20-
F-S-T-5023(3)	7685	4-0603	N. 11th St. - 16th St. (Astoria)	49,728.01	5-20-7
FHS-T-5022(4)	7707	9-0604	Mill St. at Portland Ave. (Bend)	15,604.69	5-20-
FHS-T-5315(3)	7702	18-0603	Washburn Way at Shasta Way	34,916.65	5-20-
T-5022(1)	P.E.	15-0601	City of Medford Urban Area Trans. Plan	8,192.43	5-20-
T-5025(2)	7551	26-0603	Burnside St. **(Portland)** Channelization	46,836.14	5-20-
T-5025(3)	7507	3-0601	Sequoia Pkwy - State St. (Lake Oswego) 21	48,953.32	5-20-
T-5025(5)	7655	34-0602	(Beaverton) S.W. Allen Blvd at Western Avenue	41,299.97	5-20-
T-5025(7)	7648	3-0603	(Milwaukie) S.E. McLoughlin Blvd. at S.E. [illegible] Ave.	17,978.79	5-20-
FHS-T-5025(16)	7678	26-0601	E. Powell Blvd at Hood Ave (Gresham)	8,741.09	5-20-
FHS-T-5025(19)	7724	26-0607	Portland City wide Traffic Signal (and E.)	55,252.29	5-20-
FHS-T-5021(3)	7700	5-0603	(St. Helens) Columbia Blvd at 13th St. & St. Helens Sts.	23,504.42	5-20-7

RECEIVED
COUNTY & CITY SECTION
JUN 12 1974
☑ ENGR. ☑ COOR. ☐ UE ☐ FE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

(MEMORANDUM)

Final Voucher PORTLAND

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

DO.O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, Oregon 97310

PAID BY

(For use of Paying Office)

STATE Oregon

FEDERAL AID PROJECT NO. T-5025(2)

VOUCHER PERIOD: FROM 1-11-71 TO 5-4-73

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$92,884.23	$73,053.31	63.59%	$46,536.14	$46,536.14	$0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

$0.00

V. E. Skoog, Fiscal Officer-OREDOT

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT A EEMENT

ITEM NO.	ITE	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	BANCROFT ST. (PORTLAND) CHANNELIZATION					
	MULTNOMAH COUNTY					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering	All Required			$ 4,817.41	
	Total Preliminary Engineering Cost				$ 4,817.41	
	Construction					
	Type Code 6201					
	Roadway (Sta. 105+70 to Sta. 113+00)					
	Final Contract Payment Summary	Lump Sum			$60,089.28	
SF0	#1 Permanent Traffic Lines	All Required			1,035.01	
SF0	#2 Install Water Meter	All Required			536.50	
SF0	#3 Furnish & Plant Vines	All Required			911.15	
	Total Construction Cost				$62,571.94	
	Construction Engineering					
	State	All Required			$ 6,257.20	
	Miscellaneous Project Costs					
	Utility Audit Expense	All Required			$ 6.76	
	Total Participating Cost				$73,653.31	
	Nonparticipating Items					
	Final Contract Payment Summary	Lump Sum			$ 621.12	
SF0	#1 Permanent Traffic Lines	All Required			$ 18.26	
	Construction Engineering	All Required			7,534.03	
	Right of Way Aquisition Cost	All Required			11,057.51	
	Total Nonparticipating Cost				$19,230.92	
	Total Cost				$92,884.23	
	AMOUNT CARRIED FORWARD......					

A (6-71)

GPO 914-021

Summary of Completed Federal Aid Work

Bancroft St. (Portland) Channelization

T-5025(2)

Description	Type Code	Roadway Width	Total Cost	F.A. Funds	Total Length
Preliminary Engineering	P.E.	N.A.	$ 4,817.41	$ 3,063.39	-------
Roadway (Sta. 105+70 to Sta. 113+00)	6201	Variable	$88,066.82	$43,772.75	0.138 Mile
			$92,884.23	$46,836.14	0.138 Mile

7551

June 29, 1973

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Attention: William E. Cain

Gentlemen:

A second post-final payment for $8,025 will be mailed to the United Pacific Insurance Company, P. O. Box 1216, Tacoma, Washington 98401 Attention: Wm. E. Cain pertaining to Contract No. 7551 with Al Kalkhoven for work on the Bancroft Street (Portland) Channelization Project on the Oswego Highway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $60,710.40 including the post-final payment. Of the total, $2,609.58 is for force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

hs

cc Al Kalkhoven
17660 S. W. Oak
Beaverton, Oregon 97005

bc C. T. Kassey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
Robert Bothman

7551 5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 19, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Request for Time Extension
Bancroft Street (Portland) Channelization
Contract No. 7551

Al Kalkhoven, contractor on the subject project, has requested a 107-day extension of time which would delete this number of days liquidated damages that have accrued at $75 per day for a total of $8,025. This was a small grading, paving and signal project on the Oswego Highway at Bancroft Street.

Soon after this contract was awarded, it became apparent that design change could be made that would improve the capacity of the intersection. The time spent waiting for the new design and incorporating it into the contract more than justifies the extension requested.

I have therefore granted a 107-day extension of time on this project. This will delete all liquidated damages that have accrued. This was a TOPICS project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the July 10 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
R. N. Bothman
V. L. Gallagher
Gary Sund

JAB:fw dpy

7551

s

June 19, 1973

Mr. Al Kalkhoven
17660 S.W. Oak
Beaverton, OR 97005

Dear Mr. Kalkhoven:

Your request for a time extension of 107 days on Contract No. 7551 for work on the Bancroft Street (Portland) Channelization Section of the Oswego Highway in Multnomah County, has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 107 days is granted which will delete all time liquidated damages on this project.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
R. N. Bothman
Jerry Street
V. L. Gallagher

FW dpy

FORM E-30 (REV. 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 30, 1973

SUBJECT: Bancroft St. (Portland) Channelization
Contract No. 7551
Request for Time Extension

To: H. S. Coulter
Assistant State Highway Engineer

FROM:

John A. Bond
Construction Administration Engineer

Al Kalkhoven, contractor on the subject project, requests a 107-day time extension which would delete this number of days liquidated damages that have accrued at $75 per day for a total of $8,025. This was a small grading and paving and signal project on the Oswego Highway at Bancroft Street. The contract amount was $62,988 for 27 bid items which covered a variety of grading, drainage, signing, curbs and signal work. The contract time count started April 21, 1971 and almost immediately thereafter in May it was decided that a new design was needed to improve capacity of the channelization. The project was placed under a stop work order for 99 days while a revised plan resulting in Price Agreement 1 to cover the grading changes was developed.

The revised plan also required extensive changes in the signalization which was ultimately covered by Price Agreement 2 in December, 1971. From then on, the delivery of the signal poles controlled the project completion. The poles arrived at the job on May 25, 1972, and the project was completed June 23, 1972.

Resident Engineer Street points out some financial difficulties between the signal subcontractor and the pole supplier which may have delayed delivery of the poles for a few weeks. This in itself would probably not be a valid time extension situation. However, in view of the significant changes made in this contract, I believe we are in a very poor position to assess liquidated damages. The signal work was expected to control the project completion when the 200 days was set up. The contract was, in fact, completed within 200 days after the revised signal work was authorized.

We therefore concur in the Region recommendation for the 107-day extension which would eliminate all liquidated damages. This was a TOPICS project. Rough draft letters to the FHWA, the Commission and the contractor are attached.

JAB:fw
Enc.
cc V. L. Gallagher

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
3-1-73
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7551 Contractor Al Kalkhoven

Highway Oswego

Section Bancroft St. (Portland)

Kind of Work Grading, Paving and Signals.

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 107-day extension because of significant design changes affecting delivery of signal poles.

Recommended for Approval:

Allan Howard
Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 7551
Project designation T-5025 (2)
State-Federal
Date awarded April 9, 1971
Work started Oct. 18, 1971
Per cent completed 100% June 23, 1972
Date
No. of Workdays Allowed 200
No. of Workdays Used 307
No. of Added Workdays Requested 107

SP*6296-734

E-320 (Rev.)—[illegible]

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date March 1, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 307 days, within which to complete our Contract No. 7551, without the assessment of liquidated damages. The said contract is described as follows:

Bancroft St. (Portland) Channelization

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED INFORMATION

Respectfully submitted,

Al Kalkhoven
Contractor

By

CONSENT OF SURETY

Date March 6, 1973

We, United Pacific Insurance Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Lee B Norberg J
Attorney-in-fact

(SEAL)

Resident Agent

UNITED PACIFIC INSURANCE COMPANY

HOME OFFICE, TACOMA, WASHINGTON

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS, That the UNITED PACIFIC INSURANCE COMPANY, a corporation duly organized under the laws of the State of Washington, does hereby make, constitute and appoint

GEO. B. NORBERG, JR. of TACOMA, WASHINGTON---------------

its true and lawful Attorney-in-fact, to make execute, seal and deliver for and on its behalf, and as its act and deed

ANY AND ALL BONDS AND UNDERTAKINGS OF SURETYSHIP------------------

and to bind the UNITED PACIFIC INSURANCE COMPANY thereby as fully and to the same extent as if such bonds and undertakings and other writings obligatory in the nature thereof were signed by an Executive Officer of the UNITED PACIFIC INSURANCE COMPANY and sealed and attested by one other of such officers, and hereby ratifies and confirms all that its said Attorney(s)-in-fact may do in pursuance hereof.

This Power of Attorney is granted under and by authority of Section 37A of the By-Laws of UNITED PACIFIC INSURANCE COMPANY which provisions are now in full force and effect, reading as follows:

SECTION 37A – ATTORNEYS-IN-FACT

SECTION 1. The Board of Directors, the President, or any Vice-President or Assistant Vice-President shall have power and authority to: (a) appoint Attorneys-in-fact and to authorize them to execute on behalf of the Company, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof, and (b) to remove any such Attorney-in-fact at any time and revoke the power and authority given to him.

SECTION 2. Attorneys-in-fact shall have power and authority, subject to the terms and limitations of the power of attorney issued to them, to execute and deliver on behalf of the Company, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof. The corporate seal is not necessary for the validity of any bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof.

This power of attorney is signed and sealed by facsimile under and by authority of the following Resolution adopted by the Board of Directors of UNITED PACIFIC INSURANCE COMPANY at a meeting held on the 26th day of October, 1971, at which a quorum was present, and said Resolution has not been amended or repealed:

> "Resolved, that the signatures of such directors and officers and the seal of the Company may be affixed to any such power of attorney or any certificate relating thereto by facsimile, and any such power of attorney or certificate bearing such facsimile signatures or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by facsimile signatures and facsimile seal shall be valid and binding upon the Company in the future with respect to any bond or undertaking to which it is attached."

IN WITNESS WHEREOF, the UNITED PACIFIC INSURANCE COMPANY has caused these presents to be signed by its Vice-President, and its corporate seal to be hereto affixed, this 17th day of August 19 72

UNITED PACIFIC INSURANCE COMPANY

1929

Morris E. Brown

Executive Vice-President

STATE OF Washington
COUNTY OF Pierce } ss.

On this 17th day of August, 19 72, personally appeared MORRIS E. BROWN, to me known to be the Executive Vice-President of the UNITED PACIFIC INSURANCE COMPANY, and acknowledged that he executed and attested the foregoing instrument and affixed the seal of said corporation thereto, and that Section 37A, Section 1 and 2 of the By-Laws of said Company and the Resolution, set forth therein, are still in full force.

My Commission Expires:

January 15, 19 74

BERTHA M. BARAGAR
JAN. 15 1974

Bertha M. Baragar

Notary Public in and for State of Washington

Residing at Tacoma

I, D. Keith Johnson, Assistant Secretary of the UNITED PACIFIC INSURANCE COMPANY, do hereby certify that the above and foregoing is a true and correct copy of a Power of Attorney executed by said UNITED PACIFIC INSURANCE COMPANY, which is still in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Company this 6 day of March 19 73

1929

D. Keith Johnson

Assistant Secretary

WBDU-1431 ED.2-72

To: Oregon State Highway Commission
Salem, Oregon 97310

Re: Contract 7551

The dates of the work days during which the prosectuion of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1) Aug. 16, 1971 through Dec. 9, 1971. Price agreement No. 2 was written Dec. 7, 1971, transmitted to the Contractor by letter dated Dec. 9, 1971, and returned to the Resident Engineer by the contractor on Dec. 14, 1971. The Sub-contractor Olson Electric Co. Inc., was prevented from prosecution of the work covered by this agreement until such time as it was agreed upon and he was able to order the proper materials, submit proper working drawings, etc. The Contractor was prevented from prosecuting the remainder of the work because the Sub-contractor was not able to install the conduits in the grade and construct the pole foundations. The Contractor proceeded with a portion of the grading, but the placing and finishing of base material, concrete items and paving were prevanted until the conduits were installed. The Contractor and Sub-contractor were prevented from working from Aug. 16 through Dec 9., 1971, a total of 116 days.

2) The electrical sub-contractor, Olson Electric Co. Inc., following receipt of notification of acceptance of price agreement No. 2 on Dec. 17, 1971, required until April 3, 1972, a total of 93 days, to redesign, obtain approvals, and reschedule delivery of equipment affected by this price agreement. A copy of the correspondence from Olson Electric Co. Inc., is attached hereto.

3) The electrical Sub-contractor was prevented from constructing pole base No. 2 from Feb. 29, until March 13, 1972, a total of 14 days as a result of changes in design and reordering of material, as directed by Extra Work Order No. 4.

4) Work was halted on the project a total of 100 days by Stop Work Order issued by Harry W. Oswald, Resident Engineer, dated May 7, 1971. Order to resume work was issued by Jerry C. Street, Resident Engineer, dated August 3, 1971. No work days were charged for this period. The Contractor bid this project with intent to obtain top soil for item 4 from the Rock Creek Sand and Gravel source near Carver, Oregon. On January 14, 1972 the site was under water. Samples were taken that date from other locations on the premises of Rock Creek Sand and Gravel by the Materials Division. These samples failed to comply with specifications. On March 6, 1972, the Materials Division approved a sample obtained from the source used for this project. In the interim, other sources of known quality were examined but none could be found that could be worked in the winter months. When the project was bid it was anticipated that the project would be completed prior to the winter months. The Stop Work Order of May 8 delayed prosecution of the work for 100 days and resulted in changed conditions as to the availability of the top soil material. The proposed site was under water and a workable site was obtained only after a search of 52 days (Jan. 14 to March 6, 1972). Completion of subsequent items Nos 17, Irrigation system; 16, Bark mulch; and 15, Furnishing and planting vines (later deleted) were prevented by this lack of material.

In summary, the dates of the work days during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1) August 16, 1971 through December 9, 1971. 116 days. Prosecution of work prevented by lack of approval of P.A. No. 2.

2) December 17, 1971 through April 3, 1972. 93 days. Time required to redesign, obtain approval and reschedule delivery of equipment as required by P.A. No. 2.

3) February 29 through March 13, 1972. 14 days. Prosecution of work prevented by time required to redesign and reorder material for Extra Work Order No. 4.

4) January 14 through March 6, 1972. 52 days. Prosecution of work prevented by lack of material, a condition resulting from Stop Work Order of May 8, 1971.

Olson ELECTRIC COMPANY, INC. P. O. BOX 830, VANCOUVER, WASHINGTON 98660
PHONE (206) 694-6585 PORTLAND (503) 285-0295

January 11, 1973

Al Kalkhoven
17660 S W Oak
Beaverton, Oregon 97005

Re: Bancroft - Time Extension Supplement to the Prime
Contractor for Oregon State Contract No. 7551

Dear Sir:

In accordance with your request we are replacing our request for extension of contract time dated April 28, 1972. We received correspondence in our office on December 20, 1971 accepting EWO #2, a revision of poles and controller. Our supplier Automatic Signal Company advised of their rescheduling on January 17, 1972 at which time we received drawings revised for poles. From this point forward the project engineer worked directly with the manufacturer to expedite further approvals. These approvals were completed on March 3, 1972. The final scheduling was then set for the last week in May. The poles were received on May 23, 1972.

Olson Electric Company continued the completion of the equipment including a revision of detector loop design which added work and materials. The approved drawings on the poles indicated horizontal opening for the signals. The specifications per TES 2532 called for vertical mounting, these fittings were furnished by the contractor. He was required to reorder with an added billing of $150.00 and the subsequent delays to reship. On June 8, 1972, the signals were tested. Due to an error in design the plans called for single pole breakers for equipment on the illuminated sign. The contractor under protest reordered new service equipment with two pole breakers and 240 volt ballasts for the sign fixtures. This caused delays in completion of this phase. The contractor relocated pole #2 under EWO #2 and subsequently rerouted conduit on HMW island as a force account item. The completion of these items was June 21, 1972. The acceptance was June 23, 1972.

Under EWO #2 following Oregon State Highway approvals, Automatic Signal Co. required an additional 162 days to redesign, obtain approvals, rescheduling, manufacturing and delivery of equipment. We needed an additional 30 days to install and make the necessary corrections referenced in design.

We have requested under correspondence dated March 1, 1972, additional 14 days to offset the lost time in redesign and reordering materials under EWO #4, recapped our total time request beyond March 8, 1972 is 107 days excluding your time loss and conditions beyond our control.

We further re-emphasize our position with relation to your lost time and the other subcontractors. Mr. Jerry Street emphasized in our meeting that the electrical contractor was entitled to a contract extension beyond December 17, 1971 for EWO #2 to redesign and manufacture.

Yours very truly,
OLSON ELECTRIC COMPANY, INC.

Joe Olson

Encl.
cc: William Cain

— T. FIRST NAME IN TRAFFIC CONTROL —

AUTOMATIC
SIGNAL
DIVISION

11728 Aurora Avenue, North
Seattle, Washington 98133
(206) 365-7272

APR 2 197

Dec. 20, 1972

Olson Electric Co., Inc.
P.O. Box 830
Vancouver, Washington 98660

Re: OSHD Job No. 0745, Bancroft St., Multnomah County

Gentlemen:

The purpose of this letter is to review the various correspondence, schedules, production progress, change orders, etc., to assist your application for an extension of contract time on the referenced project. With our February 9, 1972 letter, a copy of which is attached, were copies of the indicated correspondence. Since there were so many copies, we are just including copies of key communications with this letter.

1) The original quoted equipment delivery schedule was indicated in our May 11, 1971 letter to your company.

2) A "stop work order" was placed on the project per your July 15, 1971 letter received at this office on July 19.

3) Copy of memo to our Torrance plant which advised them of the stop work order and requested price information on the revisions.

4) There was a continual followup after we quoted the prices for the requested revisions to your company in our September 7, 1971 letter.

5) There were telephone conversations on December 20 and 21 indicating that the State had approved the revisions and that the stop-work order was lifted. Telephone followups were made the following weeks with the pole supplier and again with your personnel to clarify all changes. On January 12, 1972, this office telexed our Torrance plant that the "hold" was lifted and schedules were being requested.

6) On January 17, 1972, pole drawings were sent to you per our letter of that date.

7) On February 9, 1972, we wrote you a letter and enclosed substantiating correspondence to assist your time extension request.

8) To expedite drawing approval and pole delivery, the Resident Engineer worked directly with our pole supplier and copied all concerned parties.

9) Drawings were approved per your March 3, 1972 transmittal.

10) Our letter of April 6, 1972 advised you of equipment ship dates.

11) Poles and signal control equipment were shipped in May, 1972 and our letter of May 31, 1972 discussed mast arm signal mounting problems which you called to our attention.

In summary, this record of correspondence is indicative of the follow-up on the equipment for the referenced project. We hope that this information will assist in the justification of an extension of contract time.

Very truly yours,

Bruce R. Culver

Bruce R. Culver
District Sales Manager

Encl:

BRC:js

7551

Form FHWA 121 (Rev. 7-72)

5

UNITED STATES GOVERNMENT

Memorandum

7551

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project T-5025(2)
Bancroft Street (Portland) Channelization
Request for Time Extension

DATE: June 12, 1973

In reply refer to: 10-35-DA

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

In view of the redesign of this project and the delays caused by reordering of the signal equipment and poles, allowing 200 calendar days for the relative work beginning on December 22, 1971 would appear reasonable. Concurrence in the 107-day extension of time is given.

G. L. Green

orig.-
6-15-73

RECEIVED
STATE HWY ENGR
JUN 14 '73
REFER TO Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
A. E. JOHNSON

NOTED
H.S. COULTER

RECEIVED
JUN 15 1973
Office of
Assistant State Highway Engineer

7551

May 31, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
Bancroft Street (Portland) Channelization
Oregon Project No. T-5025(2)

The subject contract was awarded April 9, 1971. Two hundred calendar days were allotted to complete the work. The calendar day count commenced April 21, 1971, with a projected completion date of November 6, 1971.

The actual completion date for the project was June 23, 1972, with 307 calendar days charged to the project, an overrun of 107 calendar days. This interval included two periods during which calendar days were not charged to the project: May 8 to August 16, 1971, a total of 110 days during which major revisions of the contract plans were made; and January 15 to February 6, 1972, a total of 23 days during which work was prevented due to inclement weather.

The contractor, Al Kalkhoven, has requested an extension of 107 calendar days without assessment of liquidated damages. The contractor cites delays to the project that were associated with major plan revisions and not covered by the stop work order. He also claims the project was delayed by additional work required due to revision of a pole foundation.

After agreement had been reached regarding the grading items affected by the revisions (Price Agreement 1), the stop work order related to the major plan revisions was suspended and day charges resumed as of August 16, 1971. Agreement to the signal revisions (Price Agreement 2), however, was not reached until December 9, 1971.

The December 9 date is when the contractor approved the Price Agreement, but the subcontractor for the signal work did not receive notice that the agreement had received approval by the state until December 20, 1971.

The signal work was the controlling item in establishment of the contract time, and allowance of 200 calendar days for this work is considered reasonable. The signal revisions were such that the subcontractor had to reorder the signal equipment and poles after agreement had been reached. Therefore, it is our opinion that the December 9, 1971, date should be treated as a new award date with the new day count beginning December 22, 1971. (The contract special provisions allow ten days, excluding Sundays and legal holidays, after submission of the contract to the contractor before the day count begins.)

If the 200 calendar day count were to have begun on December 22, 1971, the anticipated completion date would have been July 8, 1972. Since the contractor completed the project on June 23, 1972, we request your concurrence in a 107-day extension of time which would waive all liquidated damages.

JAB:fw ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
R. N. Bothman
V. L. Gallagher

7551

STATE COPY

cc: OSHD (A E Johnson)
Region
Wash DC
Area Engr Christiansen

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

4-30-73

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads est

REGION NO. 10	REPORT NO. 9	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 4-30-73	REPORT MADE BY P. E. O'Neil, Asst Area Engineer		PROJECT NO. T-5025(2)
COMPLETION DATE 6-23-72	ACCEPTANCE DATE BY CONTRACT AGENCY 12-13-72	TIME ELAPSED 153.5 %	CONTRACT TIME 200 cal. days
APPROVED EXTENSIONS None	LOCATION On S. W. Macadam Ave. from S. W. Thomas St. to S. W. Hood Ave. southbound entrance to Bancroft.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

MAY 04 1973

REGIONAL OFFICE

BANCROFT STREET CHANNELIZATION
OSWEGO HIGHWAY
Grading, Paving, Signals, and Channelization

The work completed under this project consisted of the grading, paving, signals and channelization on the Oswego Highway from S. W. Thomas St. to S. W. Bancroft St. on S. W. Macadam Ave. in the City of Portland.

All physical work was satisfactorily completed in conformance with the approved plans and specifications on June 23, 1972 with the exception of the replacement planting. A decision was made to eliminate the bid item for the furnishing and planting of vines and it was accomplished in the fall by State forces. The contract time allowed 200 calendar days. The contractor utilized 307 days and he will be assessed 107 days liquidated damages.

The final cost of the original contract items was $49,349.33 which is an underrun of 21.7%. The total cost for the project including engineering and contingencies was $68,700 which is an underrun of 6.7%. The resident engineer has satisfactorily explained all overruns and underruns. All of the required supporting documents have been submitted and acceptance of this project is recommended.

NOTED
H.S.COULTER

5-7-73
c/ Constr. Young

*NOTE: ~~Not applicable for direct~~ federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE /s/ P.E. O'Neil P. E. O'Neil for C. T. Christiansen		SIGNATURE C. L. Green G L Green	
TITLE Area Engineer	DATE 4-30-73	TITLE Division Engineer	DATE 5-4-73

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

5

7551

April 19, 1973

TO V. V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM
L. H. Young
Office Engineer

Federal-aid Project
No. T-5025(2)

SUBJECT Request Federal-aid Project Acceptance

Contract 7551, Work Completed June 23, 1972

Project Bancroft St. (Portland) Channelization

Highway Oswego

County Multnomah

Acceptance: State Highway Commission December 13, 1972

Federal Highway Administration December 4, 1972

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

Attach.

JK:dg

cc V. E. Skoog

7551

March 23, 1973

LFE Corporation
1601 Trapelo Road
Waltham, Massachusetts 02154

Attention: Robert S. Toperzer

Gentlemen:

This is to acknowledge your letter of March 16 informing us of a claim of $8,015.81 for traffic control and lighting equipment furnished to Olsen Electric Company, Inc.

This claim appears to be against Contract No. 7551 with Al Kalkhoven for work on the Bancroft Street (Portland) Channelization Project on the Oswego Highway in Multnomah County.

We have received acknowledgment from the Secretary of State's Office of the filing of your claim and we will notify the surety, United Pacific Insurance Company, and any other interested parties.

Please advise this office when your claim has been satisfied.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. M. Graham, Assistant Secretary

RMG:fm
cc Al Kalkhoven
United Pacific Insurance Company

NOTED ON CARD
3-23-73
fm

ROBERT S. TOPERZER
ASSISTANT GENERAL COUNSEL

LFE CORPORATION
1601 TRAPELO ROAD • WALTHAM, MASSACHUSETTS 02154

(617) 890-2000
CABLE ADDRESS
LFE WALTHAM, MASS.

March 16, 1973

Mr. C. W. Head, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

Re: Bancroft Street (Portland) Channelization Project, Oswego Highway, Multnomah County.

Thank you for your prompt and informative response to my inquiry concerning the filing of a claim as a supplier for the above-referenced project.

For your information, please find enclosed a copy of our Notice of Claim which we are this day forwarding to the Secretary of State.

Very truly yours,

Robert S Toperzer
Robert S. Toperzer

RST:mac

Enc.

Russ
Lets hold until
we hear from Sec. of St—
then we can notify all—
Cec

RECEIVED
MAR 20 1973
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

LFE

LFE CORPORATION
1601 TRAPELO ROAD • WALTHAM, MASSACHUSETTS 02154

(617) 890-2000
CABLE ADDRESS
LFE WALTHAM, MASS.

NOTICE OF CLAIM

Under ORS 279.526

To: Secretary of State of Oregon

Notice hereby is given that the undersigned, LFE CORPORATION, has a claim for the unpaid balance of its charges for Traffic Control and Lighting Equipment furnished by its Automatic Signal Division to Olsen Electric Company, Inc. (Purchase Order No. 3522, issued May 4, 1971), in the sum of Eight Thousand, Fifteen and 81/100 Dollars ($8,015.81) against the bond taken from Al Kalkhoven as principal, and United Pacific Insurance Company as surety for the work performed under Contract No. 7551 on the Bancroft Street (Portland) Channelization Project on the Oswego Highway in Multnomah County.

LFE CORPORATION

By ______________________
E. MacKay Fraser
Secretary

RECEIVED
MAR 20 1973
OREGON
STATE HIGHWAY COMMISSION

March 16, 1973

5

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 97310

CLAY MYERS
SECRETARY OF STATE

GEORGE H. BELL
JACK F. THOMPSON
ASSISTANTS

7551

March 21, 1973

C O P Y

LFE Corporation
1601 Trapelo Road
Waltham, Massachusetts 02154

Attention: Robert S. Toperzer

Gentlemen:

This is to acknowledge receipt of Notice of Claim for filing:

Brought by: LFE CORPORATION
Principal: Olsen Electric Company, Inc.
Amount of Claim: $8,015.81 against bond taken from Al Kalkhoven
Surety Company: United Pacific Insurance Company
Job: Contract No. 7551 - Oswego Highway, Multnomah County.

This has been filed as of March 20, 1973, and assigned file number 4776.

Very truly yours,

E. M. Madden, Elections Manager
By

(Mrs.) Darhl L. Couper
Public Records Clerk

cc: C. W. Head
Oregon State Highway Division

MAR [illegible] 1973

4776

FILED
MAR 20 1973
CLAY MYERS
SECRETARY OF STATE

LFE

LFE CORPORATION
1601 TRAPELO ROAD • WALTHAM, MASSACHUSETTS 02154

(617) 890-2000
CABLE ADDRESS
LFE WALTHAM, MASS.

NOTICE OF CLAIM

Under ORS 279.526

To: Secretary of State of Oregon

Notice hereby is given that the undersigned, LFE CORPORATION, has a claim for the unpaid balance of its charges for Traffic Control and Lighting Equipment furnished by its Automatic Signal Division to Olsen Electric Company, Inc. (Purchase Order No. 3522, issued May 4, 1971), in the sum of Eight Thousand, Fifteen and 81/100 Dollars ($8,015.81) against the bond taken from Al Kalkhoven as principal, and United Pacific Insurance Company as surety for the work performed under Contract No. 7551 on the Bancroft Street (Portland) Channelization Project on the Oswego Highway in Multnomah County.

LFE CORPORATION

By
E. MacKay Fraser
Secretary

RECEIVED
MAR 21 1973
STATE [illegible]

March 16, 1973

s

4772

FILED
MAR - 9 1973
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7551

[illegible] ED
[illegible] '73
S
TATE

March 8, 1973

L F E Corporation
1601 Trapelo Road
Waltham, Massachusetts 02154

NOTED ON CARD
5-15-73 Ko

Attention: Robert S. Toperzer

Gentlemen:

This is to acknowledge receipt of your letter of February 26, 1973, advising us that Olsen Electric Company, Inc., (subcontractor) owes you for traffic control equipment in the amount of $8,015.81.

This appears to be in reference to the Al Kalkhoven Contract No. 7551 for work on the Bancroft Street (Portland) Channelization Project on the Oswego Highway in Multnomah County.

The United Pacific Insurance Company, P. O. Box 1216, Tacoma, Washington 98401 furnished the performance bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

This contract was completed on June 23, 1972, and accepted by the Highway Commission on December 13, 1972.

Attached are copies of the Contract and Bond signature pages. We are also enclosing a copy of the excerpts from Oregon Revised Statutes relating to public contracts, bonds; actions on bond.

Please advise this office when your claim has been satisfied.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD
C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
MAR 12 1973
OREGON
STATE HIGHWAY COMMISSION

CWH:hs
cc Al Kalkhoven
United Pacific Insurance Company

bc Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

NOTED
C. W. HEAD

LFE

ROBERT S. TOPERZER
ASSISTANT GENERAL COUNSEL

LFE CORPORATION
1601 TRAPELO ROAD • WALTHAM, MASSACHUSETTS 02154

(617) 890-2000
CABLE ADDRESS
LFE WALTHAM, MASS.

February 26, 1973

Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Sir:

Re: State of Oregon Contract No. 7551;
Oswego Highway at Bancroft Street.

The Automatic Signal Division of LFE Corporation has furnished the traffic control equipment to Olsen Electric Company, Inc., for installation in Multonomah County at Oswego Highway and Bancroft Street, under Contract No. 7551. The balance remaining to be paid for this equipment is $8,015.81, which we have been unable to collect.

We understand that the Olsen Electric Company is a subcontractor to Kalkhoven Construction Co., who is the prime contractor. We further understand that the prime contractor is covered by a bond to secure payment to suppliers such as ourselves, and that the name of the bonding company is United Pacific.

Will you kindly enter our claim in the foregoing amount, and advise us of the completion date of the project.

A copy of the applicable bond would also be appreciated so that we can determine when a legal action must be filed should this course become necessary.

Very truly yours,

Robert S Toperzer
Robert S. Toperzer

RST:mac

cc: Olsen Electric Co., Inc., P.O. Box 830, Vancouver, Wash. 98680
Kalkhoven Construction Co., 17660 South West Oak, Beaverton, Ore. 97005
United Pacific, Box 1216, Tacoma, Wash. 98401. Att: Mr. Cane

C. H. Davis, ASD
D. Buchholz, ASD

7551

February 26, 1973

Gentel Incorporated
P. O. Box 68506
Oak Grove, Oregon 97268

Gentlemen:

Thank you for your letter of February 21, 1973, notifying us of the reduction to $90 of your claim due from Al Kalkhoven for work on Oregon State Highway Contract No. 7551.

We will notify the surety and the contractor of the receipt of your letter and update our files accordingly.

Very truly yours,

G. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Al Kalkhoven
17660 S.W. Oak
Beaverton, Oregon 97005

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

NOTED ON CARD
2-26-73 dw

RMG:dr

CANTEL INCORPORATED Phone (503) 654-7990

P. O. BOX 68506 • OAK GROVE, OREGON 97268

February 21, 1973

United Pacific Reliance Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Re: Cantel Incorporated vs
Al Kalkhoven et al
Contract #7551

Gentlemen:

In reference to our letter dated February 15, 1973 with respect to the above claim, please be advised that the sum due Cantel Incorporated has been reduced to the amount of $90.00.

Very truly yours,

CANTEL INCORPORATED

E. Wiseman
(Mrs.) E. Wiseman

EW/ms
cc: Sec. to Highway Commission
State of Oregon

cc. Sandy
K—

RECEIVED
FEB 22 1973
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

4766

FILED
FEB 22 1973
CLAY MYERS
SECRETARY OF STATE

File

RECEIVED
24 AM '7
RS
ATE

**OREGON STATE
HIGHWAY DIVISION**

7551

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 21, 1973

Cantel Incorporated
P. O. Box 68506
Oak Grove, Oregon 97268

Attention: Mrs. E. Wiseman

Gentlemen:

This is to acknowledge receipt of your letter of February 15, 1973, informing us that Al Kalkhoven owes you $151.30 plus interest for rental of traffic control and warning devices.

From the description given in your letter, this claim is in reference to Contract No. 7551 for work on the Bancroft Street (Portland) Channelization Section of the Oswego Highway in Multnomah County.

The United Pacific Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of your claim, and we will forward the claim to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CC United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Al Kalkhoven
17660 S.W. Oak
Beaverton, Oregon 97005

NOTED ON CARD
2-22-73
for

NOTED
C. W. HEAD

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

CANTEL INCORPORATED Phone (503) 654-7990

P. O. BOX 68506 • OAK GROVE, OREGON 97268

Russ
please handle
Cec

February 15, 1973

Mr. Cecil Head
Secretary to Highway Commission
Room 121,
State Highway Building
Salem, Oregon 97310

Re: CANTEL INCORPORATED vs
Al Kalkhoven et al

Dear Mr. Head:

Enclosed herewith is a notice of claim against the above contractor and surety by Cantel Incorporated. It is my understanding that this form is sufficient notice of claim and that you will send a copy of the notice of claim to the Secretary of State and that you will also notify the bonding company.

If you have any questions in regards to this claim, please contact me.

Very truly yours,

CANTEL INCORPORATED

E. Wiseman
(Mrs.) E. Wiseman

RECEIVED
FEB 16 1973
[illegible]
[illegible]

cc U.P.I.
Al K—
Sec. of St.

NOTED
C. W. HEAD

CANTEL INCORPORATED Phone (503) 654-7990
P. O. BOX 68506 • OAK GROVE, OREGON 97268

To:
Secretary to Highway Commission
State of Oregon
Highway Division
Room 121
State Highway Building
Salem, Oregon 97310

Secretary to State
State of Oregon
State Capitol Building
Salem, Oregon

Notice is hereby given that the undersigned, Cantel Incorporated, has a claim for rentals of barricades, hazard warning lights and related traffic control and hazard warning devices rented between March 1972 and August 1972, in the sum of $151.50, together with interest thereon at the rate of 6% per annum from September 4, 1972, until paid, against the bond taken from Al Kalkhoven, a principal and United Pacific Reliance Insurance Company, as surety, for the work of constructing improvements for the State of Oregon under contract # 7551, Grading, Paving, Traffic signals - Bancroft Street (Portland) Channelization-Oswego Highway in Multnomah County (Portland.)

This notice is given pursuant to ORS Chapter 279

Dated this 15th day of February, 1973

CANTEL INCORPORATED

By E. Wiseman
P. O. Box 68506
Oak Grove, Oregon 97268

✓cc: Secretary to State of Oregon (enclosed)
cc: United Pacific Reliance Ins. Co.
P. O. Box 1216
Tacoma, Washington 98401

FEB 1[illegible]

A-359 UTILITY COST DISTRIBUTION SUMMARY ①

Salem, Oregon 20 FEB 73, 19

STATE OF OREGON

To City of Portland Office of City Auditor

203 City Hall, Portland OR 97204, Dr.

Project Topics - SW McAdam and Bancroft Highway Comm. Agreement No.

Contractor Contract No.

Ry. Company's Agreement No. Estimate No. 1

Period Covered JUL 70 / JUN 72

T-5025 (2)

Item	Total Amount to Date	Previous Amount	Present Amount
MEMO - DATED 11 OCT 72	253.38		253.38
P.E. Charges →			

RECEIVED
COUNTY & CITY SECTION
FEB 22 1973
☐ ENGR. ☑ COOR. ☑ PE ☑ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

Totals 253.38 253.38

Retained 0 %

Total Payments

Computed By JJ

Checked By

Previous Voucher No.

Charge:

Charge: 26-0602-901 P 253.38

Charge:

Credit:

Approved By:

Auditor

6

RECEIVED
JAN 10 1972
FOR FILING

7551

S

January 10, 1973

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Attention: William E. Cain

Gentlemen:

A post-final payment for $472.50 will be mailed to you concerning the Al Kalkhoven Contract No. 7551 for work on the Bancroft Street (Portland) Channelization Project on the Oswego Highway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $52,685.40 including the post-final payment. Of the total, $2,689.98 is for force account.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

fbm

cc Al Kalkhoven
17660 S. W. Oak
Beaverton, Oregon 97005

G. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Meuner
L. W. Bullen

5

RECEIVED
DEC 29 1972
FOR FILING

7551

December 28, 1972

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On December 19, 1972, we wrote to you concerning release of final payment on Contract No. 7551 awarded to Al Kalkhoven for work on the Bancroft Street (Portland) Channelization Project on the Oswego Highway in Multnomah County.

Final payment on this contract is $4,339.28 and the total contract amount is $52,212.90 including $2,609.58 for work performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fmm

cc Al Kalkhoven
17660 S.W. Oak
Beaverton, Oregon 97005

C. T. Keasey
Walt Hart
V. E. Shoog Attn: W. L. Manner
H. S. Coulter

RECEIVED
[illegible] 1972

FOR FILING

4750

FILED
DEC 27 1972
CLAY MYERS
SECRETARY OF STATE

1859

OREGON STATE
HIGHWAY DIVISION

7551

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 27, 1972

NOTED ON CARD
1-3-73 ks

Vern Hoeglin Construction Co., Inc.
P. O. Box 507
Cornelius, Oregon 97113

Gentlemen:

This is to acknowledge receipt of your letter of December 13, 1972, advising us that Al Kalkhoven owes you $943.26 plus cost of collection and interest.

From the description given in your letter, this appears to be in connection with the Al Kalkhoven Contract No. 7551 for work on the Bancroft Street (Portland) Channelization Project on the Oswego Highway in Multnomah County.

The United Pacific Insurance Company, P. O. Box 1216, Tacoma, Washington 98401 furnished the performance bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:ks

cc United Pacific Insurance Company
Al Kalkhoven

bc Hon Clay Myers - Please acknowledge receipt of the attached ✓
claim on the enclosed copy of this letter.

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

VERN HOAGLIN CONSTRUCTION CO., INC.
P. O. Box 587, Cornelius, Oregon 97113
(503) 648-3148

December 15, 1972

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: Cecil Head

RE: Contract 7551
Bancroft Street

Gentlemen:

We here-in file claim against Mr. Al Kalkoven for monies due on the above referenced project dating back to June 1972.

Mr. Al Kalkoven being the contractor and his bonding representative is United Pacific Insurance Company 728 St. Helens Ave. Tacoma, Washington.

This amount of claim is in the amount of $943.26 plus cost of collection and interest.

Yours truly,

VERN HOAGLIN CONSTRUCTION CO., INC.

Vern Hoaglin

RW/sb

RECEIVED
DEC 26 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

An Equal Opportunity Employer

[illegible] DEC 27 1972

[illegible]

OREGON STATE
HIGHWAY DIVISION
7551

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE December 26, 1972

TO
G. L. Green, Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. T-5025(2)

FROM
ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7551 Price Agreement No. 5

Project Bancroft St. (Portland) Channelization

Highway Oswego

County Multnomah

The agreement covers revisions of the "Traffic Signal Equipment" by changing the type of vehicle detection equipment used to monitor vehicle movements, in order to control traffic signal intervals.

Attached are copies of letters from the Assistant Metropolitan Engineer and the Resident Engineer along with the justification of costs by the Bridge Section.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on November 22, 1972.

Your approval as of November 22, 1972 is requested.

Attach.

JK:dgk

RECEIVED
DEC 19 1972
FOR FILING

7551

December 15, 1972

TO Oregon State Highway Commission

FROM F. B. Klaboe
Deputy State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7551, Work Completed June 23, 1972

Project Bancroft St. (Portland) Channelization

Highway Oswego, County Multnomah

Type of Work Grading, Paving and Traffic Signals

Contractor Al Kalkhoven

Recommended Acceptance Date December 13, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on January 23, 1973 for your formal concurrence.

cc: C. W. Head
Tom Edwards
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

RECEIVED
DEC 14 1972
FOR FILING

RECEIVED
STATE HWY ENGR
DEC 13 '72
REFER TO
FOR

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

7551

November 30, 1972

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. T-5025(2)

FROM L. H. Young
Programing Engineer

NOTED
A. E. JOHNSON

cy-Const.
12-13-72

SUBJECT Request Contract Acceptance

Contract 7551 Work Completed June 23, 1972

Project Bancroft St. (Portland) Channelization

Highway Oswego

County Multnomah

Bid Item No. 15. Furnishing and Placing Vines was deleted, thereby eliminating any establishment period.

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date December 4, 1972

Conditions not acceptable: None

for G. L. Green
Division Engineer

5

7551

November 10, 1972

Claimed filed with Sec. of St – 10/24/72 C.H.

United Pacific
P.O. Box 1216
Tacoma, Washington 98402

Attn: Mr. William E. Cain

Gentlemen:

Cascade has completed paving for Al Kalkhoven for work on the Oregon State Highway Department Contract No. 7551 for work on the Bancroft Street (Portland) Channelization Project on The Oswego Highway. Pursuant to ORS 279.526 we had notified the Oregon State Highway Commission previously as to the amount owing against this project in the amount of $437.32 which remains unpaid. A summary of our billings and receipts on this project is as follows:

Total billings	$4,167.37
Less cash received on account	3,730.05
Outstanding balance	437.32

We are most anxious to finalize this project. I understand that Al Kalkhoven has forwarded to you all outstanding amounts which could be levied against your bond and that you are currently receiving any estimates due to Al Kalkhoven. At your earliest convenience, please review the detail that I am submitting to you herewith and remit funds which are due and payable to Cascade.

Yours very truly,
CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris, Vice President

STATE OF OREGON,
County of____________

I, Jon E. Morris, being first duly sworn, depose and say: That I am the Vice President of Cascade Construction Company, Inc., claimant named in and who signed the foregoing instrument; that I have knowledge of the facts therein set forth; that said instrument contains a true statement of claimant's demands and the amount due claimant after deducting all just credits and offsets; that all statements made in said instrument are true and correct.

____
Jon E. Morris, Vice President

Subscribed and sworn to before me this 10th day of November, 1972.

____
Notary Public for Oregon

My commission expires NOTED
C. W. HEAD

cc: Mr. Al Kalkhoven - Beaverton
Oregon State Highway Commission - Salem

OREGON STATE
HIGHWAY DEPARTMENT
FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 110095

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-25-72	ss 1334		26-0602-299

City of Portland
City Hall
Portland, Oregon 97204

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Wayne Oberding, State Hwy. Coordinator			
Advance deposit			
Partial transfer of advance deposit for construction of the Oswego Hwy. @ S.W. Bancroft St. TOPICS Project. Contract # 7551			$ 15,900.00
Covered by agreement dated 8-26-70			$ 14,900.00
to be retained		?	$ 1,000.00

RECEIVED
COUNTY & CITY SECTION
OCT. 25 1972
☑ ENGR. ☐ UPE ☐ COOR. ☑ CE ☐ OE ☐ RE ☐ AE ☐ RPE ☑ UE ☐

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $..............
By..............................

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*63423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF PORTLAND
CITY HALL
PORTLAND, OREGON 97204

Attention of Mr. Wayne Oberding
State Highway Coordinator

Request No. (assigned by staff engineer or head of division) cc 1334

Date October 24, 1972

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

T-5025(2)

Itemized Statement:

ADVANCE DEPOSIT $15,900

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of the Oswego Hwy. @ S.W. Bancroft St. TOPICS Project. Contract #7551		
		Covered by agreement dated 8/26/70		14,900
		TO BE RETAINED		$ 1,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 15,900

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 26-0602-299

Submitted by: Richard Bladorn RICHARD BLADORN

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

7557 5

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Bancroft St. (Portland) Channelization
WEEK ENDING: October 21, 1972
SECTION PREFIX: 26 - 0602
HIGHWAY: Oswego
COUNTY: Multnomah
NAME OF JOB: Bancroft St. (Portland) Channelization
KIND OF WORK: Grading, Paving & Traffic Signals
CONTRACTOR: Al Kalkhoven
CONTRACT NUMBER: 7551
FEDERAL AID PROJECT NUMBER: T - 5025(2)
DATE OF CONTRACT: April 9, 1971
DATE WORK STARTED: October 18, 1971
ESTIMATED COMPLETION DATE: June 23, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 5 SUPERVISION 2
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 200
CALENDAR DAYS USED: 307
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 153.5 %
PROJECT AUTHORIZATION: $ 73,609.76
EXCLUSIVE OF ENGINEERING: $ 67,180.96
ENGINEERING AUTHORIZATION: $ 6,428.80
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0 %
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 61,945.88
ENGINEERING COST TO DATE: $ 11,500.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92.2 %
ESTIMATED PERCENT OVERRUN / UNDERRUN: UNDERRUN 7.79 %
PERCENT OF AUTHORIZATION: 178.9 %
DATE PROJECT WAS COMPLETED: June 23, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Landscaping	
100	100	100	100	100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.03	0.03			0.03
MILES PARTIALLY COMPLETED	0.03	0.03			0.03
MILES COMPLETED	0.03	0.03			0.03
TOTAL ESTIMATED QUANTITIES (CONTRACT)	Lump Sum	575 T.			110 T.
TOTAL QUANTITIES CORRECTED TO DATE		760 T.			215 T.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		760 T.			215 T.
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY 1					
HOURS PER SHIFT 8					

EQUIPMENT USED DURING THE WEEK:

1-Pickup, 1-Truck w/Trailer, 1-Crane & 1-Loader.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Signing	Signals					
PERCENT	100	100					

	Calendar WEATHER	~~WORK~~ DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0		
MONDAY	Fair	0		
TUESDAY	Fair	0		
WEDNESDAY	Fair	0		
THURSDAY	Fair	0		
FRIDAY	Cloudy	0		
SATURDAY		0		

Routing
Keusey B
Bond
Walker
Johnsen
Pease
Glenn
Litchfield
Berg

RECEIVED
OCT 24 1972
CONSTRUCTION
SECTION

RECEIVED
OCT 25 1972
FOR FILING

Claim #719

FILED
OCT 24 1972
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
10-25-72 ks

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7551

October 20, 1972

Cascade Construction Company
P. O. Box 4267
Portland, Oregon 97208

Gentlemen:

This is to acknowledge receipt of your claim letter of October 19, 1972, advising us that Al Kalkhoven owes you for furnishing asphalt paving in place in the amount of $437.32.

Your claim states this is in reference to the Al Kalkhoven Contract No. 7551 for work on the Bancroft Street (Portland) Channelization Project on the Oswego Highway in Multnomah County.

The United Pacific Insurance Company, P. O. Box 1216, Tacoma, Washington 98401 furnished the performance bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please inform us when this claim has been satisfied.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:ks

cc United Pacific Insurance Company
Al Kalkhoven
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

RECEIVED
OCT 24 1972
OREGON
STATE HIGHWAY COMMISSION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Oct. 15 SUNDAY	No Activity
Oct. 16 MONDAY	No Activity
Oct. 17 TUESDAY	No Activity
Oct. 18 WEDNESDAY	Contractor delivered and installed sign #9 with type "R" shield attached and also, completed cleanup. THIS COMPLETED THE WORK ON THIS PROJECT.
Oct. 19 THURSDAY	–
Oct. 20 FRIDAY	–
Oct. 21 SATURDAY	–

REMARKS

SUMMARY: Contractor delivered & installed sign #9 with type "R" shield attached and also, completed cleanup.

This is the FINAL WEEKLY REPORT FOR THIS PROJECT.

Anticipated date for submission of Semi-Final is November 10, 1972.

SIGNED Roger W. Kuchinka LOCATION Portland

Roger W. Kuchinka, Asst. Res. Eng. for Jerry C. Street, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

Cascade Construction Company
General Contractors • Modern Pavements
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

October 19, 1972

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Attention: Mr. C. W. Head
Secretary

Gentlemen:

Pursuant to ORS 279.526 notice is hereby given that the undersigned, Cascade Construction Company, Inc., has a claim for furnishing asphalt paving in place for your contract No. 7551 - grading, paving, and traffic signals, Bancroft Street (Portland) Channelization, Oswego Highway, Multnomah County to Al Kalkhoven in the sum of $437.32 (balance of retainage) against the bond taken from Al Kalkhoven (surety unknown) for the work as detailed in your contract No. 7551 - Bancroft Street Channelization.

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
Vice President

JEM/jle

cc: Mr. Al Kalkhoven

RECEIVED
OCT 20 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 1

FOR FILING

Claim 4717

FILED
OCT 16 1972
CLAY MYERS
SECRETARY OF STATE

RECEIVED
Oct 16 58 PM '72
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RY OF STATE

1859

OREGON STATE
HIGHWAY DIVISION

7551

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 13, 1972

Olson Electric Company, Inc.
P. O. Box 830
Vancouver, Washington 98660

NOTED ON CARD
10-18-72 Rs

Attention: Joe Olson

Gentlemen

This will acknowledge your letter of October 10, 1972, stating that you have a claim for traffic signal equipment and labor in the amount of $18,140.70 against the bond on Contract No. 7551.

This appears to be the Al Kalkhoven project on Bancroft Street (Portland) Channelization Section of the Oswego Highway in Multnomah County.

We will advise the bonding company, United Pacific Insurance Company, of this claim, and file it with the Secretary of State.

Please let us know when your claim has been paid.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD
C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Al Kalkhoven
17660 S.W. Oak
Beaverton, Oregon 97005

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

RECEIVED
OCT 17 1972
OREGON
STATE HIGHWAY COMMISSION

bc Commission
Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

Olson ELECTRIC COMPANY, INC. P. O. BOX 830, VANCOUVER, WASHINGTON
PHONE (206) 694-6585 PORTLAND (503)

October 10, 1972

Secretary of State
Salem
Oregon

TO: OREGON STATE HIGHWAY DEPT.
Salem, Oregon

Notice is hereby given that the undersigned OLSON ELECTRIC COMPANY, INC. has a claim for Traffic Signal Equipment and labor to install in the sum of $18,140.70 dollars against the bond taken from UNITED PACIFIC, Box 1216, Tacoma, Washington for the work of BANCROFT STREET CHANNELIZATION, OSHD CONTRACT # 7551.

Joe Olson
Joe Olson
OLSON ELECTRIC COMPANY, INC.

cc: CW Head, Sec., OSHD

RECEIVED
OCT 12 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

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RECEIVED
OCT 1[illegible] 1972
FOR FILING

7551

Form FHWA-121 (12-[illegible])
UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: October 4, 1972

In reply refer to: 10-35-DA

RECEIVED
STATE HWY ENGR
OCT 11 '72
REFER TO
FOR
Info | Inves | R/D | DIR | Sign | Act | File

TO :Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM :Mr. G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT:Oregon Project T-5025(2)
Bancroft Street (Portland) Channelization
State Force Order No. 3
Total estimated amount of the Order - $1,560.00
Federal participation - $936.00

Reference is made to Mr. Young's letter dated September 26, concerning subject order.

The use of State Forces is approved as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor was unsuccessfull in his attempt to establish growth of vines called for under Bid Item #15. Due to lack of experience on his part most of the plantings died. Bid Item #15 was deleted by Price Agreement No. 4 and no payment was made for the work.
2. Rather than delay the project completion it is considered in the public interest to complete the plantings by State Forces. The State has trained personnel and suitable equipment to perform the work in an acceptable manner.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis to a maximum of $1560.00 which would have been the contract cost. A signed copy of the order is returned herewith.

Enclosure
State Force Order No. 3

Young

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

5

files

RECEIVED
OCT 1 - 1972
FOR FILING

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7551

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FILED
SEP 26 1972
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
Sep 27 8 30 AM '72
CLAY MYERS
SECRETARY OF STATE

September 26, 1972

Sharp & Associates, Inc.
P. O. Box 276
Beaverton, Oregon 97005

Attention: Mac Sharp, President

NOTED ON CARD
9-29-72
fv

Gentlemen:

This is to acknowledge receipt of your letter of September 20, 1972, with attached Notice to Claim, stating that Al Kalkhoven owes you for labor and material in the amount of $1,644.06, plus interest.

This appears to be in connection with the Al Kalkhoven Contract No. 7551 for work on the Bancroft Street Channelization Project in Portland on the Oswego Highway in Multnomah County.

The United Pacific Insurance Company, P. O. Box 1216, Tacoma, Washington 98401, furnished the performance bond on this contract. We will advise them of the receipt of your claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD
C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:dr

cc United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Al Kalkhoven
17660 S.W. Oak
Beaverton, Oregon 97005

RECEIVED
SEP 28 1972
OREGON
STATE HIGHWAY COMMISSION

bc Commission
Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

SHARP & ASSOCIATES, INC.
CONTRACTORS

PHONE 646-5136
P. O. BOX 276 13255 S. W. FARMINGTON RD.
BEAVERTON, OREGON 97005

September 20, 1972

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

State of Oregon
State Highway Department
State Office Building
Salem, Oregon 97310

Attention: Secretary of Highway Department

Re: Claim against Al Kalkhoven
Oregon State Highway Contract No. 7551

Gentlemen:

Enclosed duplicate original Notice of Claim for filing.

Very truly yours,

SHARP & ASSOCIATES, INC.

By Mac Sharp
Mac Sharp
President

cc: United Pacific Insurance Company
Attention: Robert Miller

Al Kalkhoven

RECEIVED
SEP 21 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTICE OF CLAIM

To: STATE OF OREGON
STATE HIGHWAY DEPARTMENT
State Highway Building
Salem, Oregon 97310

Attention: Secretary

NOTICE IS HEREBY GIVEN that the undersigned, SHARP & ASSOCIATES, INC., has a claim for labor performed and material furnished, in the sum of $1,644.06, with interest from May 1, 1972 at the rate of 6% per annum, against the Bond taken from AL KALKHOVEN as principal and UNITED PACIFIC INSURANCE COMPANY as surety for work performed on Job of Grading, Paving and Traffic Signals, Bancroft Street (Portland) Channelization, Oswego Highway, Multnomah County, Oregon, State Highway Contract 7551, Sharp & Associates, Inc. having provided Bid Items No. 10 and 11, Concrete Walks and Curbs.

DATED, September 19, 1972.

SHARP & ASSOCIATES, INC.

By Mac Sharp
Mac Sharp
President

Address: P. O. Box 276
13255 S. W. Farmington Road
Beaverton, Oregon 97005

Phone: 646-5136

RECEIVED
SEP 21 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 2[illegible], 1972
FOR FILING

7551

5

September 25, 1972

Coral Corporation
P. O. Box 258
Gladstone, Oregon 97027

Attention: Deane Clapperton
Assistant Controller

Gentlemen:

Thank you for your letter of September 9 advising us that you have received the following sums of money from Al Kalkhoven:

Contract No. 7551	$ 877.60
Contract No. 7655	170.00
Contract No. 7656	677.00
	$ 1,724.60

You state that the above payment clears your claim against the Al Kalkhoven Contract Nos. 7656 and 7655. You also mention that the payment of $877.60 on Contract No. 7551 reduces the amount to $6,394.95.

This information will be noted in our records and we will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkn

cc Al Kalkhoven
17[illegible]0 S. W. Oak
Beaverton, Oregon 97005

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Commissioners

NOTED ON CARD
9-25-72
fn

PHONE 656-0601
135 EAST HEREFORD STREET

Coral Corporation
P. O. BOX 258
GLADSTONE, OREGON 97027

September 9, 1972

Mr. Floyd Query, Secretary
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: State of Oregon contracts,
Nos. 7551, 7655, 7656

Gentlemen:

On September 8, 1972 we received the following sums of money from Al Kalkhoven:

Contract #7551	$877.60
Contract #7655	170.00
Contract #7656	677.00
	$1,724.60

This payment clears our claim against him on contracts #7655 and #7656 and reduces the amount owed by him on conract #7551 to $6,394.95.

Sincerely,

Deane Clapperton
Assistant Controller

CC: Al Kalkhoven
United Pacific Insurance Co.
Alex Christy

RECEIVED
SEP 11 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

AL KALKHOVEN
17000 S. W. OAK
BEAVERTON, OREGON 97005

PHONE [illegible]
[illegible]

September 6, 1972

Coral Corporation
P.O. Box 258
Gladstone, Oregon 97027

Attention: Robert D. Laam
Vice-President

Re: #7655
S. W. Allen Blvd. at
Western Avenue

Gentlemen:

Enclosed is my check No. 2210 in the amount of $170.00 to satisfy your claim on the above project.

Please advise the Oregon State Highway Commission that this claim has been paid.

Yours very truly,

AL KALKHOVEN

Al Kalkhoven

AK:sj

cc: United Pacific Insurance Co.
Robert L. Miller, Bond Claim Dept.

Kobin and Meyer (Mr. Meyer)

Oregon State Highway Commission
C. H. Head, Assistant Secretary

RECEIVED
SEP [illegible] 1972
STATE HIGHWAY COMMISSION

AL KALKHOVEN
[illegible] S. W. OAK
BEAVERTON, OREGON [illegible]

PHONE [illegible]
[illegible]

September 6, 1972

Omsal Corp.
P.O.Box 258
Gladstone, Oregon 97027

Attention: Robert D. Laam
Vice-President

Re: #7656
S.W. Erickson,
S.W. Main Ave.

Gentlemen:

Enclosed is my check No. 2211 in the amount of $677.00 to satisfy your claim on the above project.

Please advise the Oregon State Highway Commission that this claim has been paid.

Yours very truly,

AL KALKHOVEN

Al Kalkhoven

AK:aj

cc: United Pacffic Insurance Co.
Robert L. Miller, Bond Claim Dept.

Kobin and Meyer (Mr. Meyer)

Oregon State Highway Commission
C. H. Head, Assistant Secretary

RECEIVED
SEP 8 1972
STATE HIGHWAY COMMISSION

S

STATE COPY

cc: OSHD (Johnson)
Region
Wash DC
Area Engr Christiansen

7-27-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION pk

REGION NO. 10 7551	REPORT NO. 8	COUNTY Multnomah	DIVISION Oregon
DATE OF INSPECTION 7-27-72	INSPECTION MADE BY C. Jencke, Hwy Engr Trainee		PROJECT NO. T-5025(2)
IN COMPANY WITH See below*			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 153.5 %	WORK COMPLETED 99 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(Not applicable for all contacts.)*

*In company with: P. E. O'Neil, Asst Area Engr, FHWA; E. Hart, Reg Maint Engr, OSHD; J. Street, Res Engr; G. Ester, Inspector; B. Hood, City of Portland; and M. Bover.

COPY SENT
AUG 03 1972
REGIONAL OFFICE

COPY SENT
AUG 03 1972
STATE

cy Const 8-7-72

BANCROFT STREET (PORTLAND) CHANNELIZATION
OSWEGO HIGHWAY
Grading, Paving, Signals, and Channelization

The contract time ended on June 23, 1972, the day the signals were activated. The reason for delay in conducting a final inspection was to allow time for replacement planting. The decision now is to eliminate the bid item for "Furnishing and Planting Vines" and to accomplish this in the fall with State forces. Final acceptance will be dependent on these vines.

NOTE
A. E. JO

Sign No. 9 was damaged in placement. Temporary repair was made to allow its use. The contractor ordered a replacement, and it should be arriving shortly.

The type of fluorescent ballasts described in the plans was vague. Consequently, the contractor supplied the wrong type. The Standard Specifications do describe the correct type, and they will be furnished by the contractor. Hopefully, this will alleviate the present situation of poor illumination for Sign Nos. 8 and 9 under the I-5 structure.

The contract time overran by 107 days. According to the Resident Engineer, there is a possibility of approving some time due to a delay in approving shop drawings for the poles. This problem will need further review in connection with Federal participation.

PA #4, approved by OSHD, deletes Bid Item No. 14, Asphalt Traffic Markers; and Item No. 15, Furnishing and Placing Vines. The total cost is a credit of $1835. Recommend approval.

8-7-72

CL Young

RECEIVED
AUG 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FORM PR-33B
(REV. 8-70)

PREVIOUS EDITIONS WILL BE USED

RECEIVED
JUL 11 1972
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7551

Claim 92

FILED
JUL 10 1972
CLAY MYERS
SECRETARY OF STATE

July 7, 1972

NOTED ON CARD
7-10-72 kl

Coral Corporation
P. O. Box 258
Gladstone, Oregon 97027

Attention: Robert D. Laam
Vice-President

Gentlemen:

This is to acknowledge receipt of your letter of July 5 with attached Schedule A informing us that Al Kalkhoven owes you for various signs in the amount of $7,272.55.

This appears to be in reference to the Al Kalkhoven Contract No. 7551 for work on the Bancroft Street (Portland) Channelization Project on the Oswego Highway in Multnomah County.

The United Pacific Insurance Company, P. O. Box 1216, Tacoma, Washington 98401 furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ORIGINAL SIGNED
By C. W. HEAD
C. W. Head, Assistant Secretary

NOTED
C. W. HEAD

RECEIVED
JUL 10 1972
OREGON
STATE HIGHWAY COMMISSION

CWH:fkn
cc Al Kalkhoven
United Pacific Ins. Co.

Commission
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

PHONE 656-0601
135 EAST HEREFORD STREET

Coral Corporation
P. O. BOX 258
GLADSTONE, OREGON 97027

July 5, 1972

TO: Mr. Floyd Query, Secretary
Oregon State Highway Department
121 State Highway Building
Salem, Oregon 97310

Re: #7551
Bancroft Street Channelization

Notice hereby is given that the undersigned, Coral Corporation, has a claim for various signs, sign supports, breakaway sign posts and posts in accordance with schedule A, attached, in the sum of Seven Thousand Two Hundred Seventy Two and 55/100 Dollars ($7,272.55) against Al Kalkhoven and United Pacific Insurance Company, Surety, for the materials supplied on the Bancroft Street Channelization contract.

Robert D. Laam

Robert D. Laam, Vice-President
Coral Corporation

RECEIVED
JUL [illegible] - 1972
OREGON
STATE HIGHWAY COMMISSION

BANCROFT STREET CHANNELIZATION

#7551

SCHEDULE A

(Invoices 26, 40, 123)

Shipped	Description	Unit Price	Amount
1	#2504 Construction I.D. Sign 10'x5'		
2	Contractor I. D. Signs		
2	W-700-48 Road Const. Ahead		
2	W-1100-48 Slow		
2	W-703-48 Flagman Ahead		
1	W-1101-48 Congestion		
2	D-429-24 End Construction Type C		
3	R-311-36 Turn Only		
15 Signs	As Quoted		$ 650.00
5	Translite Mark VI 12 Volt Amber Flashers with parabolic reflector incl. batteries and hoods	$35.00 ea.	175.00
24	Batteries for above	1.50 ea.	36.00
2	Breakaway Sign Posts	L.S.	507.00
2	Single Sign Supports	L.S.	690.00
1	Structure Mount	L.S.	1,275.00
	Material Returned to Stock Claim		100.00
	Detailing Claim 90° M.H. @ 7.00		645.75
322.5 s.f.	Type A Signs	7.40 s.f.	2,386.50
135 s.f.	Type C, D, & R Signs	3.00 s.f.	405.00
18.8 s.f.	Type E Signs	3.50 s.f.	65.80
8.3 s.f.	Type U Signs	5.00 s.f.	41.50
1 Lot	11 Posts		195.00
	Repair of Type A Sign		100.00
		TOTAL	$7,272.55

RECEIVED
JUL [illegible]
[illegible]

RECEIVED
MAY [illegible] 1972
FOR FILING

1859

7551

4664

FILED
MAY 12 1972
CLAY MYERS
SECRETARY OF STATE

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 11, 1972

Mize, Kriesien, Fewless, Cheney & Kelley
Attorneys at Law
636 Pacific Building
Portland, Oregon 97204

NOTED ON CARD
5-15-72 kl

Attention: Marshall C. Cheney, Jr.

Gentlemen:

This is to acknowledge receipt of your letter of May 9 advising us that Al Kalkhoven owes Pacific Utility Contractors, Inc., for labor in the amount of $1,320.57.

This appears to be in reference to the Al Kalkhoven Contract No. 7551 for work on the Bancroft Street Channelization in Portland on the Oswego Highway in Multnomah County.

The United Pacific Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
MAY 12 1972
OREGON
STATE HIGHWAY COMMISSION

cc United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Al Kalkhoven
17660 S. W. Oak
Beaverton, Oregon 97005

Commission
Secretary of State - **Please acknowledge receipt of the attached claim on the enclosed copy of this letter.** ✓

MIZE, KRIESIEN, FEWLESS, CHENEY & KELLEY
ATTORNEYS AT LAW
636 PACIFIC BUILDING
PORTLAND, OREGON 97204

RAY MIZE
R. E. KRIESIEN
EARL A. FEWLESS
MARSHALL C. CHENEY, JR.
SCOTT M. KELLEY
M. A. DOUGLASS

TELEPHONE
(503) 222-9184

May 9, 1972

Oregon State Highway Department
Highway Building
Salem, Oregon

Re: Construction Project S. W. Bancroft and
Macadam Avenues, Portland, Oregon

#7551

Gentlemen:

Notice is hereby given that the undersigned Pacific Utility Contractors, Inc. has a claim in the sum of $1,320.57 against the bond taken from Al Kalkhoven and United Pacific Insurance Company for labor supplied on the above mentioned contract.

Very truly yours,

PACIFIC UTILITY CONTRACTORS, INC.

By Marshall C. Cheney, Jr.
Its Attorney

MCC:ps

cc: Mr. Al Kalkhoven
United Pacific Insurance Company
Pacific Utility Contractors, Inc.

RECEIVED
MAY 10 1972
OREGON
STATE HIGHWAY COMMISSION

STATE COPY

RECEIVED
APR 19 1972
FOR FILING
7551

4-7-72

cc: OSHD (Johnson)
Area Engr, Christ
Hwy Engr Trainee, Jencks

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Ch

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropiate box) ☒ CONTACT ☐ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 5	COUNTY Multnomah	DIVISION Oregon
DATE OF INSPECTION 4-7-72	INSPECTION MADE BY C. Jencks, Highway Engineer Trainee		PROJECT NO. T-5025(2)
IN COMPANY WITH P. O'Neil, Asst. Area Engr; J. Street, Res. Engr., OSHD			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 115.5 %	WORK COMPLETED 58 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(Not applicable for all contacts.)*

BANCROFT STREET (PORTLAND) CHANNELIZATION
OSWEGO HIGHWAY
Grading, Paving, Signals and Channelization

The progress of work was rated as unsatisfactory since time has run out and the project is only a little over half done. Presently the subcontractor is doing most of the work. His main problem is that the signal poles have not arrived. Although design changes may have caused confusion, the contractor's time did not start until they were made. It will take a great deal of study when the job is completed to justify a time extension.

The resident engineer's EEO file was examined and found to be in order except for the following: The subcontractor has not notified anyone showing who his EEO officer is.

Price Agreements:

PA #3 mentioned in last report has been sent to the Salem office by the resident engineer. The PA for the illumination of the underpass is still being worked on.

Extra Work Orders:

No new orders and all the ones previously mentioned have had action taken.

Work Completed:

Clearing	100% complete
Drainage	100%
Signing	90%
Signals	30%
Grading	99%
Base	90%
Paving	93%
Landscaping	25%

RECEIVED
APR 1972
ENGINEER

4-18-72

Johnson

CC Young

FORM PR-33B
(REV. 8-70)

PREVIOUS EDITIONS WILL BE USED

7551

Form E-206—5M

STATE COPY G-1

... ED EFFECTIVE DATE 2-18-72
[illegible] upon modification of pro...
...ement if additional funds are...

E. J. Walsh
...ineer

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

DATE 3-22-72 CONSTRUCTION

Date March 7, 1972

Project Name Bancroft St. (Portland) Channelization

Contract No. 7551

Highway Oswego

Prefix 26-0602

County Multnomah

F. A. Project No. T-5025(2)

Contractor Al Kalkhoven

Order No. 1

Address 17660 S. W. Oak, Beaverton, Oregon 97005

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Construct Special Traffic Signal Pole Footing with 36-inch Diameter Culvert Pipe Blockout for existing 20-inch Diameter City of Portland Water Main. See Drawing No. R.E. - 41.

1. Equipment rental rates shall be in accordance with State-AGC Agreement.
2. Percentage allowed to contractor in accordance with excuted contract for this project.

This work was started on February 21, 1972.

RECEIVED
MAR 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Location by station numbers:

Pole Base No. 2 approximate "M" Line Station 110+50 Lt.

to Const. 3-27-72

METROPOLITAN ENGINEER
RECEIVED
MAR 8 - 1972
☐ ME ☐ AME ☐ AME ☐ MOE ☐ MDE ☐ MTE

NOTED
A. E. JOHNSON

Estimate of quantities and cost:

Labor	$ 300.00
Equipment	175.00
Materials	275.00
Total	$ 750.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") City of Portland Water Bureau 20-inch main was encountered during excavation for pole footing. Traffic signal mast arm length and indications from the City Water Bureau that they intend to install a new 24-inch water main at the same location, necessitated that the base remain in the original location with a redesigned footing to allow for future work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 73,609.76
Present estimate of project cost, including $ 750.00 for work under this order	$ 69,164.89
Expected under-run / over-run amount UNDERRUN	$ 4,444.87
Expected under-run / over-run per cent UNDERRUN	6.04%

Space to right of this line is for use of Salem Office

Submitted by: Jerry C. Streel
Resident Engineer

Approval Recommended: R. W. E[illegible]
Construction Engineer or Bridge Engineer

Approval Recommended: [illegible]
Division Engineer

Approved: [illegible]
Deputy State Highway Engineer or Assistant State Highway Engineer

SP*23577-734

5

RECEIVED
MAR 7 - 1972
FOR FILING
UTILITY UNIT

1859

OREGON STATE HIGHWAY DIVISION

#7551

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

March 2, 1972

City of Portland
Department of Public Works
420 S. W. Main Street
Portland, Oregon 97204

ATTENTION: Mr. D. E. Bergstrom
Traffic Engineer

Re: Fire Hydrant Relocation
Oswego Highway (S.W. Macadam
Avenue) at S.W. Bancroft Street
Section
Multnomah County
Project No. T-5025(2)
City Ordnance No. 131315

Gentlemen:

Reference is made to your letter of February 18, 1972, which transmitted City of Portland Invoice No. 2189 covering the cost of relocating a fire hydrant at the southeast corner of the Oswego Highway and S.W. Bancroft Street.

The agreement between the State and the City of Portland, dated September 11, 1944, gave the State certain rights to route state highways through the City. This agreement gave the State jurisdiction and control of Macadam Avenue in the area of the subject project, from curb to curb only, leaving all other rights in the street right of way with the City.

Paragraph 9 of THINGS TO BE DONE BY CITY as contained in the TOPICS agreement between the State and City covering the subject project, dated August 26, 1970, provides that the "City shall relocate or cause to be relocated without cost to the State all PRIVATELY-OWNED or CITY-OWNED UTILITY conduits, lines, poles, mains, pipes and other such FACILITIES LOCATED within the limits of the City UPON CITY STREETS or OTHER PUBLIC WAYS, OTHER THAN STATE HIGHWAYS, where such relocation is necessary to conform said facilities to the plans for the project".

The subject fire hydrant resided in City street right of way, therefore, pursuant to the terms of the TOPICS agreement between the State and the City as set forth above, the City is to bear the cost of relocation. State policies for administration of Federal funds does not provide for the use of TOPICS funds to reimburse the State or cities for utility relocation costs.

NOTED
A. E. JOHNSON

The City of Portland Invoice No. 2187 is, therefore, being returned without payment. If further information or assistance is required, please contact Mr. Jack Hesla or this office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl

cc: A. E. Johnson
L. E. George
H. S. Cox
H. S. Coulter
Jerry Street
Jack Hesla

RECEIVED
MAR 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

LLOYD E. ANDERSON
CITY COMMISSIONER

1851

CITY OF PORTLAND
OREGON

DEPARTMENT OF PUBLIC WORKS
BUREAU OF TRAFFIC ENGINEERING

D.E. BERGSTROM
TRAFFIC ENGINEER

420 S.W. MAIN ST.
PHONE 228-6141

February 18, 1972

METROPOLITAN ENGINEER
RECEIVED
FEB 24 1972
☐ ME ☐ AME ☐ AME ☐ MOE ☐ MOE ☐ MTE

RESIDENT BRIDGE ENGR.
RECEIVED
FEB 25 1972
JERRY C. STREET
☐ ☑ ☐ ☐

Mr. H. Scott Coulter, Metro. Engineer
Oregon State Highway Department
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Mr. Coulter:

Enclosed are the original and two copies of Invoice 2189, covering charges for relocation of a fire hydrant at S.W. Macadam Avenue and Bancroft Street.

These charges are in connection with installation of channelization and traffic signalization under TOPICS Agreement No. 12878.

Sincerely,

D E Bergstrom

D. E. BERGSTROM
Traffic Engineer

DEB:ba
3 Encls.

Street
Take appropriate action.

AUD. 10-200-120
12-70-2M

INVOICE

City of Portland, Oregon

Office of City Auditor

No. 2189

DATE FEB 17 1972

CREDIT PARKING METER FUND
505/429

TO
Oregon State Highway Dept.
State Highway Bldg
Salem, Oregon 97310
xxxxxxxxxxxxxxxn

PLEASE PAY TO CITY TREASURER
203 CITY HALL
PORTLAND, OREGON 97204
Payable within 30 days

NET CASH

DATE	DESCRIPTION		
	Charges for relocation of fire hydrant from SW Macadam Ave. & Bancroft St. for installation of channelization and traffic signalization. Per Topics Agreement #12878.		616.80

Form E-209—5M

1551

STATE COPY G-11

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 2-18-72
Contingent upon modification of project agreement if additional funds are required
E. J. Valech
~~Dist. Engineer~~
3-15-72
DATE

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Bancroft St. (Portland) Channelization
Date: February 24, 1972
Highway: Oswego
Contract No.: 7551
County: Multnomah
Prefix: 26-0602
Contractor: Al Kalkhoven
F. A. Project No.: T-5025(2)
Address: 17660 S.W. Oak, Beaverton, Oregon 97005
Order No.: 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Remove portion of existing fence, install new Type 3-70 fence and adjust top elevation of existing storm sewer manhole.

1. Equipment rental rates shall be in accordance with State-AGC agreement.
2. Percentage allowed to contractor in accordance with excuted contract for this project.

NOTED
C. E. JOHNSON

This work has not started.

ENDORSEMENT

75 feet of fencing is considered a maintenance item. Costs related thereto should be broken out as non-participating with Federal funds. Remainder of order is participating.

Location by station numbers: to Const. 3-21-72

"M" 110+00 to 111+25 Rt.

Estimate of quantities and cost:

Labor	$175.00
Equipment	25.00
Materials	100.00
Total	$300.00

RECEIVED
MAR 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work was not anticipated on the original authorization, plans or specifications for this contract, but was shown on Revised Plan Sheet No. 3 dated 6-24-71. This work is necessary because existing fence has been destroyed by vehicle accidents. Revised sidewalk elevation required storm sewer manhole elevation adjustment.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

JOE EDWARDS

Project authorization	$73,609.76
Present estimate of project cost, including $300.00 for work under this order	$68,414.89
Expected under-run / over-run amount UNDERRUN	$5,194.87
Expected under-run / over-run per cent UNDERRUN	7.06%

Space to right of this line is for use of Salem Office

Submitted by: Jerry C. Street, Resident Engineer

Approval Recommended: ~~Assistant~~ Division Engineer

Approval Recommended: R.W. Ellis, ~~Construction Engineer or~~ Bridge Engineer

Approved: ~~Deputy State Highway Engineer,~~ Assistant State Highway Engineer or ~~Office Engineer.~~

SP*23371-734

RECEIVED
FEB 14 1972
FOR FILING
6
T-5025(2)
7551

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE: February 3, 1972

In reply refer to: 10-35-DA

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : Mr. R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon T-5025(2)
Bancroft St. Channelization Section
Oswego Highway
State Force Order No. 1
Total Estimated Amount of the Order - $280.00
Federal Participation - $168.00

Reference is made to Mr. Asbury's letter of January 27, 1972, concerning the subject order.

We are approving the use of State Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed will be in conformance with the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping except for the 4" skip line. Due to the nature of the work and the small quantity involved, the 4" skip line will be paid on an actual cost basis.

Enclosure
SFO #1

RECEIVED
[illegible] 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

2-11-72
REFERRED TO
Young

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

T-5025(2)

Form A-105 (Rev. 8-70)

NO STATE FORCES

STATE COPY G-1P

RECEIVED
FEB 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

7551

APPROVED EFFECTIVE DATE 2-1-72
Contingent upon modification of project agreement if additional funds are required
BY Malach
Dist. En.

C.

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

DATE 2-15-72
FEDERAL HIGHWAY ADMINISTRATION

Contract No. 7551

Order No. 2

Section Bancroft St. (Portland) Channelization

Highway Oswego

Date January 31, 1972

County Multnomah

F.A.P. No. T-5025(2)

Prefix 26-0602

Account No. 285-02

Description of Work To Be Done: Install 1½-inch Water Meter.

This work has not started.

Location by Station Numbers:

108+70± Lt.

NOTED
A. E. JOHNSON

To Constr. 2-18-72

Estimate of Quantities and Costs:

Estimated Cost . . . $500.00

Explanation: The cost of installing water meter ($500.00) was included in the original authorization as an additional anticipated item.
This work will be performed by City of Portland forces.

NOTED
TOM EDWARDS

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$73,609.76
Present estimate of project cost, including $500.00 for work under this order	$70,118.22
Expected under-run / over-run (amount) . UNDERRUN .	$3,491.54
Expected under-run / over-run (per cent) UNDERRUN .	4.74%

Space to right of this line is for use of Salem Office

Submitted by: Jerry C. Street
Resident Engineer

Approval Recommended: R. W. Elleson
For: Construction Engineer or Bridge Engineer

Approval Recommended: Edward L. Hunt
Assistant Regional Engineer

Approved: R. D. Perry
Programing Construction Engineer

Form [illegible]

T-5025(2)
7551

STATE COPY

G-P

OREGON STATE HIGHWAY DEPARTM.

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 12-10-[illegible]
Contingent upon [illegible] project agreement if [illegible] required
BY G. Green
TITLE Engineering Coordinator
DATE 12-23-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Bancroft St. (Portland) Channelization
Date December 1[illegible], 71
Highway Oswego
Contract No. 7551
County Multnomah
Prefix 26-0602
Contractor Al Kalkhoven
F. A. Project No. T-5025(2)
Address 17660 S. W. Oak, Beaverton, Oregon 97005
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Adjust sanitary sewer manhole and existing roadway and sign illumination junction box, conduit and wire in construction area.

1. Equipment rental rates shall be in accordance with State-AGC agreement.
2. Percentage allowed to contractor in accordance with excuted contract for this project.

NOTED
A. E. JOHNSON

Location by station numbers:

"M" Line 10+50 thru 11+50 Lt.

NOTED
TOM EDWARDS

ex Coo[illegible]
12-31-71

RE[illegible]
STATE H[illegible]

Estimate of quantities and cost:

Labor	$150.00
Equipment	50.00
Materials	150.00
Total	$350.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work was not anticipated on the contract Plans and Specifications. This work is necessary because existing manhole is lower then finish grade and existing conduit and junction box were damaged prior to starting construction work in area.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 73,609.76	
Present estimate of project cost, including $ 350.00 for work under this order	$ 71,567.20	
Expected under-run / over-run amount UNDERRUN	$ 2,042.56	
Expected under-run / over-run per cent UNDERRUN	2.77%	

Space to right of this line is for use of Salem Office

Submitted by: Jerry C. [illegible]
Resident Engineer

Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer

Approval Recommended: [illegible]
Division Engineer

Approved: R. D. [illegible]
Deputy State Highway Engineer / Assistant State Highway Engineer

RECEIVED
MAY [illegible] 1971
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

T-5025 (2)

7551

DATE: May 11, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5025(2)
Bancroft Street Channelization

Mr. Klaboe, by May 7 letter, indicated that certain revisions in the subject project are necessary to insure an overall improvement in capacity of the intersection. The proposed method of accomplishing the necessary revisions is considered satisfactory. It is recommended, however, that all future projects of this nature be thoroughly reviewed by your traffic section prior to submission for approval.

5-14-71

REFERRED TO
George
Asst. State Hwy. Engr.

NOTED
TOM EDWARDS

RECEIVED
MAY 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FBK

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 7 - 1971

FOR FILING

T-5025(2)
7551

May 7, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Reference is made to Oregon Project T-5025 (2), Bancroft Street (Portland) Channelization.

The present design calls for two nine-foot and a ten-foot lane on the Hood Avenue approach to the Macadam-Bancroft intersection. In view of the truck traffic in this area, it is not believed that this design will result in an improvement in capacity.

It is proposed to revise the plans to provide a two-lane approach on Hood Avenue with certain optional movements. This will also require revision of the signing and traffic signal plans.

If these changes meet with your approval, the Traffic Unit of our Metropolitan Section will work with your area engineer to accomplish the revisions.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
L. E. George
R. L. Schroeder

VPJ:pb sr

RECEIVED
APR 22 1971
FOR FILING

T-5025(2)
7551

April 21, 1971

Mr. Al Kalkhoven
17640 S. W. Oak
Beaverton, Oregon 97005

Dear Mr. Kalkhoven:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7551 for grading, paving, and traffic signals on the Bancroft Street (Portland) Channelization Section of the Oswego Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc United Pacific Insurance Company

bc F. D. Morgan
I. D. Merchant
Harry Oswald
L. W. Rulien

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 4-82	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	TE Oregon
	FEDERAL-AID PROJECT AGREEMENT	COUNTY Multnomah
PROJECT REPORT NO. 5	*(PPM 21-7)* 4-16-71	PROJECT NO. T-5025(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 43 S.W. Macadam Ave. (Portland) at Bancroft St.

PROJECT CLASSIFICATION OR CLASS OF WORK		EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING			▨
PRELIMINARY ENGINEERING	Prelim. Work P.S.& E. Prep.	5-20-70 1-11-71	
RIGHTS-OF-WAY			▨
CONSTRUCTION		3-3-71	0.138
OTHER *(Specify)*			

FUNDS Pro Rata 63.54%

ESTIMATED TOTAL COST OF PROJECT $ 74,796	FEDERAL FUNDS $ 47,526

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ______________________

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By ______________________ (Division Engineer)

For R. E. Simpson

Date executed by Division Engineer 16 APR 1971

FORM PR-2 (REV. 1-70) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division

Federal Aid
Project No. T-5025(2)

BANCROFT ST. (PORTLAND) CHANNELIZATION

OSWEGO HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, April 14, 1971

Project agreement estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 4,850.00

Type Code 6201
Roadway (Sta. 105+70 to Sta. 113+00)

Temporary Protection and Direction of Traffic	All Required		$ 6,650.00
Removal of Structures and Obstructions	All Required		500.00
General Excavation	All Required		3,000.00
Furnishing and Placing Topsoil	850 cu.yd.	3.50	2,975.00
Coarse Aggregate Base	435 ton	5.00	2,175.00
3/4" - 0 Aggregate Base	140 ton	6.00	840.00
Class B Asphalt Concrete	110 ton	20.00	2,200.00
8-inch Sewer Pipe	45 lin.ft.	10.00	450.00
Concrete Inlet, Type CG-1	2 only	175.00	350.00
Concrete Walks	75 sq.yd.	5.40	405.00
Concrete Curbs	35 cu.yd.	57.00	1,995.00
Extra for Asphalt Island	240 sq.yd.	2.00	480.00
Extra for Asphalt Berms	130 sq.yd.	2.00	260.00
Asphalt Traffic Markers	275 lin.ft.	1.00	275.00
Furnishing and Planting Vines	2,600 only	0.60	1,560.00
Bark Mulch	10 unit	25.00	250.00
Irrigation System	All Required		1,800.00
Removal of Existing Sign Installation	All Required		250.00
Painted Wood Sign Posts	All Required		350.00
Sign Support Footings	All Required		3,000.00
Single Sign Supports	All Required		2,100.00
Sign Bridge Structures	All Required		9,600.00
Type A signs in Place	425 sq.ft.	8.00	3,400.00
Type C, D & R Signs in Place	150 sq.ft.	4.00	600.00
Type E Signs in Place	28 sq.ft.	4.00	112.00
Sign Illumination Equipment	All Required		2,700.00
Traffic Signal Installation	All Required		14,711.00
			$62,988.00

Flagging (60% of contractor's cost)	All Required	$ 500.00
Erosion Control	All Required	100.00
		$ 600.00
	Subtotal	$63,588.00
	10% Engr. & Cont.	6,358.00
	Total	$69,946.00

Length of Roadway - - - - - - - - 0.138 mile
Cost of Roadway per Mile - - - $506,855.07

Retained in Program Status

Permanent Pavement Striping	All Required	$ 200.00
Install Water Meter	All Required	500.00
	Subtotal	$ 700.00
	10% Engr. & Cont.	70.00
	Total	$ 770.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	City Funds
Preliminary Engineering	$ 4,850.00	$ 3,082.00	$ 884.00	$ 884.00
Roadway	69,946.00	44,444.00	12,751.00	12,751.00
Subtotal	$74,796.00	$47,526.00	$13,635.00	$13,635.00
Retained in Program	770.00	488.00	141.00	141.00
Total	$75,566.00	$48,014.00	$13,776.00	$13,776.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group - 1 - 100%

Contract No. 7551

Prefix 26-0602

RECEIVED
APR 12 1971
FOR FILING

T-5C25(2)
7551

April 9, 1971

Mr. Al Kalkhoven
17660 S. W. Oak
Beaverton, Oregon 97005

Dear Mr. Kalkhoven:

The State Highway Commission on March 30, 1971, accepted your proposal for work on the Bancroft Street (Portland) Channelization Project on the Oswego Highway in Multnomah County for the sum of $62,988 and referred it to the State Highway Engineer with authority to award the contract as soon as the City of Portland approves the project and deposits $15,900.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7551.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin April 21, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
Harry Oswald
William Geibel (SAIF)
I. D. Merchant
L. W. Rulien

AUD 10-025-300 9-66

82120

REMITTANCE ADVIC

PLEASE DETACH ORE DEPOSITING →

CONTRACT 12878 ADVANCE DEPOSIT TOPICS PROJECT - SW MACADAM AVENUE AND BANCROFT STREE

PURCHASE ORDER		YOUR INVOICE NO.	GROSS AMOUNT OR CREDIT MEMO ◇	DISCOUNT	NET AMOUNT	ACCOUNT DISTRIBUTION			
DATE	NUMBER					FUND	FUNCTION	OBJECT	G/L
46.71			15,900.00		15,900.00	505	6601	285	319

CITY OF PORTLAND, OREGON

RAY SMITH
AUDITOR OF THE CITY OF PORTLAND

OFFICE OF CITY AUDITOR

GEORGE YERKOVICH
CITY AUDITOR

CITY OF PORTLAND
OREGON

April 8, 1971

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: H. S. Cox, County and City Engineer

Gentlemen:

Enclosed is City of Portland Warrant No. 82120 in the amount of $15,900.00 as payment of advance deposit Topics Project - S. W. Macadam Avenue and Bancroft Street, as per attached Remittance Advice.

Yours very truly,

GEORGE YERKOVICH

Auditor of the City of Portland
By: Sylvia Bredemeier
Deputy

SLB:jp
Encl.
Certified Mail
Return Receipt Requested

RECEIVED
COUNTY & CITY SECTION
APR - 9 1971
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
COUNTY & CITY SECTION
☐ ENGR. ☑ [illegible] ☐ [illegible] ☐ AE ☑ [illegible]
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

bc: L. H. Young
R. L. Schroeder

March 25, 1971

Mr. Wayne Oberding
State Highway Coordinator
517 S.W. Main Street
Portland, Oregon 97204

Dear Wayne:

On March 25, 1971, the State Highway Commission opened bids on the Oswego Highway at S.W. Bancroft Street TOPICS project. The apparent low bid was submitted by Al Kalkhoven of Beaverton.

The anticipated cost based on the low bid is as follows:

Contractor's bid		$62,988
Anticipated additional items:		
Flagging		500
Temporary erosion control		100
Install water meter		500
	TOTAL	$64,088
Engineering & Contingencies (14½%)		9,293
	TOTAL	$73,381
Estimated preliminary engineering to date		5,200
	TOTAL	$78,581

City's Advance Deposit:

20% of TOPICS items	$15,716	
Striping	200	
	$15,916	(Rounded to $15,900)

As the contract for this project cannot be awarded until the City has deposited its estimated share of the cost, please forward to this office at your earliest convenience a check or warrant in the amount of $15,900 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN B
Richard Bladorn
Urban Program Engineer

RB:ljt

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 68,197.00	62,988
Anticipated Additional Items:			
Flagging (State Share)	$500.00		
~~Permanent Pavement Striping~~	~~200.00~~		
Temporary Erosion Control	100.00		
Install Water Meter	500.00		
		1,300.00	1100
		$ 69,497.00	64,088
Engr. & Cont. (14 1/2%)		10,077.07	9,293
Estimated Net Authorization, Constr.		$ 79,574.07	73,381
Estimated PE. to date			5200
			78,581

City share 20% of 78,581 — 15,716
Striping — 200
15,916

rounded to 15,900

BANCROFT ST. (PORTLAND) CHANNELIZATION

OSWEGO HIGHWAY

MULTNOMAH COUNTY

FAP T-5025(2)
Grading, paving, traffic signals and signing

Bids Received March 25, 1971

1.	Temporary Protection and Direction of Traffic	All Specified			$ 5,300.00	6650

ROADWORK

2.	Removal of Structures and Obstructions	All Specified			2,300.00	500
3.	General Excavation	All Specified			1,750.00	3000
4.	Furnishing and Placing Topsoil	850 cu.yds.	4.50	3.50	3,825.00	2975
5.	Coarse Aggregate Base	435 tons	4.25	5	1,848.75	2175
6.	3/4" - 0 Aggregate Base	140 tons	4.50	6	630.00	840
7.	Class "B" Asphalt Concrete	110 tons	12.00	20	1,320.00	2200
8.	8-inch Sewer Pipe	45 lin.ft.	10.00	10	450.00	450
9.	Concrete Inlets, Type CG-1	2 only	300.00	175	600.00	350
10.	Concrete Walks	75 sq.yds.	8.00	5.40	600.00	405
11.	Concrete Curbs	35 cu.yds.	60.00		2,100.00	
12.	Extra for Asphalt Islands	240 sq.yds.	2.25		540.00	
13.	Extra for Asphalt Berms	130 sq.yds.	2.25		292.50	
14.	Asphalt Traffic Markers	275 lin.ft.	1.25		343.75	
15.	Furnishing and Planting Vines	2,600 only	0.60		1,560.00	
16.	Bark Mulch	10 units	30.00		300.00	
17.	Irrigation System	All Specified			1,600.00	

SIGNING

18.	Removal of Existing Sign Installations	All Specified			700.00	
19.	Painted Wood Sign Posts	All Specified			345.50	
20.	Sign Support Footing	All Specified			5,180.00	
21.	Single Sign Supports All Specified	All Specified			1,600.00	
22.	Sign Bridge Structures	All Specified			9,120.00	
23.	Type "A" Signs in Place	425 sq.ft.	8.50		3,612.50	
24.	Type "C", "D" and "R" Signs in PLace	150 sq.ft.	5.50		825.00	
25.	Type "E" Signs in Place	28 sq.ft.	5.50		154.00	
26.	Sign Illumination Equipment	All Specified			1,900.00	

TRAFFIC SIGNALS

27.	Traffic Signal Installation, Complete	All Specified			19,400.00	
	For Comparison of Bids				$ 68,197.00	62,988

GENERAL INSURANCE COMPANY OF AMERICA
4347 Brooklyn Avenue Nc ast
Seattle, Washington 98105
SAFECO INSURANCE GROUP

BID RESULTS

PROJECT NO. 13 Bancroft St. (Portland) Channelization Oswego Highway, SW Macadam Ave. at Bancroft, MULTNOMAH COUNTY

OWNER: Oregon State Highway Department

DATE: March 25, 1971 PAGE: 1 of 2

1. ALKALKOHAVEN 62,988
2. Stillwell-Girard 76,208
3.
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Al KadKhoven Beaverton
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QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Temp. Prot. & Direction of Traffic 6650	1	6650	4000	
		ROADWORK		500	900	
	L.S.	Removal of Structures & Obstructions 500	2	3000	2900	
	L.S.	General Excavation 3000	3	3^{50}	5	
850	C.Y.	Furnishing & Placing Topsoil 2975	4	5	5	
435	Tons	Coarse Aggregate Base 2175	5	6	6^{50}	
140	Tons	3/4" - 0 Aggregate Base 840	6	20	19^{70}	
110	Tons	Class "B" Asphalt Concrete 2200	7	10	5	
45	L.F.	8-inch Sewer Pipe 450	8	175	160	
2	Only	Concrete Inlets, Type CG-1 350	9	5^{40}	6^{30}	
75	S.Y.	Concrete Walks 405	10			
35	C.Y.	Concrete Curbs 1995	11	57	82	
240	S.Y.	Extra for Asphalt Islands 480	12	2	2^{25}	
130	S.Y.	Extra for Asphalt Berms 260	13	2	2^{50}	
275	L.F.	Asphalt Traffic Markers 275	14	1	5	
2,600	Only	Furnishing & Planting Vines 1560	15	0^{60}	0^{60}	
10	Units	Bark Mulch 250	16	25	45	
	L.S.	Irrigation System 1800	17	1800	2000	

® SAFECO Insurance Company of America, registered trade mark

PRINTED IN U.S.A

S-403 R10 5/70

GENERAL INSURANCE COMPANY OF AMERICA
4347 Brooklyn Avenue N[illegible]ast
Seattle, Washington 98105
SAFECO INSURANCE GROUP

BID RESULTS

ROJECT NO. 13
Bancroft St. (Portland) Channelization
Oswego Highway, SW Macadam Ave. at
Bancroft, MULTNOMAH COUNTY

OWNER: Oregon State Highway Department

DATE: March 25, 1971 PAGE: 2 of 2

1. ____________
2. ____________
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12. ____________
13. ____________
14. ____________

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
		SIGNING				
	L.S.	Removal of Existing Sign Installations 250	18	250	500	
	L.S.	Painted Wood Sign Posts 350	19	350		
	L.S.	Sign Support Footing 3000	20	3000	60	
	L.S.	Single Sign Supports 2100	21	2100	1500	
	L.S.	Sign Bridge Structures 9600	22	9600	12,800	
425	S.F.	Type "A" Signs in Place 3400	23	8	7	
150	S.F.	Type "C", "D" and "R" Signs in Place 600	24	4	4^{50}	
28	S.F.	Type "E" Signs in Place 112	25	4	4^{50}	
	L.S.	Sign Illumination Equipment 2700	26	2700	2800	
		TRAFFIC SIGNALS 14 711				
	L.S.	Traffic Signal Installation, Complete	27	14,711	20,000	
		62,988				

S-403 R10 5/70

® SAFECO Insurance Company of America, registered trademark
PRINTED IN U.S.A.

Date

Bancroft St (Portland) Channelization Section
Oswego Highway
Multnomah County

No.
Dwng. Nos.
Station

3-25-71

Bids Opened

SUMMARY

ITEM NO.	ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL	SEGREGATION OF QUANTITIES		
							Amount	
	Temporary Protection and Direction of Traffic	All	All		[illegible]		2,300	00
	Removal of Structures and Obstructions	All	All		All		1,750	00
		All	All					
	General Excavation	Cu. Yd.	12	3	15	6.00	90	00
	Trench Excavation	Cu. Yd	766	84	850	4.50	3,825	00
	Furnishing and Placing Topsoil							
	Aggregate Base	Ton	395	40	435	4.25	1,848	75
	3/4"-0 Aggregate Base	Ton	110	[illegible]	120	4.50	1,570	00
	[illegible] Asphalt Concrete Mixture	[illegible]	[illegible]					
	8-inch Sewer Pipe	Lin Ft	30	5	35	5.00	175	00
	Concrete Inlet Type-P	One	1		1	175.00	175	00
	Concrete Walks	Sq. Yd	61	[illegible]	[illegible]	6.00	[illegible]	00
	Concrete Curbs	Cu. Yd	32	3	35	60.00	2,100	00
	Extra for Asphalt Islands	Sq. Yd	222	18	240	2.25	540	00
	Extra for Asphalt Walks	Sq. Yd	[illegible]	19	[illegible]	[illegible]	[illegible]	
	Asphalt Traffic Markers	Lin Ft	250	25	275	1.25	343	75
	Reconstructing Concrete Walks	[illegible]	1				[illegible]	
			2500	100	[illegible]	[illegible]	[illegible]	
	Furnishing and Planting Shrubs	Unit	9	1	10	30.00	300	00
	Bark Mulch							
	½ inch Water Pipe	Lin Ft	180	10	190	0.55	104	50

[illegible] St. ([illegible]) Section
Oswego Highway
Multnomah County

Drwg Nos.

Station

Date

SUMMARY

Bids Opened

ITEM NO.	ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL	SEGREGATION OF QUANTITIES		
							Amount	
	3/4-inch Water Pipe	Lin Ft	180	10	190	.60	114	00
	1-inch Water Pipe	Lin Ft	360	20	380	.66	250	80
	1¼-inch Water Pipe	Lin Ft	270	10	280	.75	210	00
	2-inch Water Pipe	Lin Ft	175	10	185	1.10	203	50
	2½-inch Water Pipe	Lin Ft	60	5	65	3.50	227	50
	Shrubbery Sprinkler Heads	one	69	6	75	4.00	300	00
	1½-inch Manual Section Valve	one	3	-	3	30.00	90	00
	1½-inch Atmospheric Vacuum Breaker	one	3	-	3	40.00	120	00
	2-inch Globe Valve	one	1	-	1	40.00	40	00
	TRAFFIC SIGNALS							
	[illegible] Signal Installation Complete	[illegible]	1	-		[illegible]	[illegible]	-

3[illegible]

Section [illegible]
Highway [illegible]
County [illegible]
Kind of Work [illegible]

Project Allotment $ 60,000
Project Length [illegible]
Completion Time

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $

Anticipated Additional Items:

Flagging (State Share)	$500
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	200
Temporary Pavement Striping	
Temporary Erosion Control	150
Install Truck Scale Mechanism	
Truck Scale House	
Install Temporary Traffic Signals	
Install Water Meter	500
Furnish Water	
Laboratory Fees	
Adjust Mail Boxes	
~~Adjust Utilities~~ [illegible]	~~[illegible]~~

Phil Pendley 6511

12830

2050

$

Engr. & Cont. ( )

TOTAL $

Credit for

Estimated Net Authorization, Construction $

Estimate for Signing Oswego Hwy at
Bancroft Street

Type "A" signs in place	3,400.00
Type "C", "D" & "R" signs in place	850.00
Wood sign posts	500.00
Breakaway & Single sign supports	1,600.00
Sign Bridge	14,400.00
Concrete footings	4,950.00
Type "E" signs in place	110.00
Pavement stencils and stripes	800.00
Sign Illumination	2,500.00
Amber Flasher	100.00
Total	29,210.00
Temporary Prot. & Dir.	$ 5,300.00
	$ 34,510.00
Traffic Signals	19,000.00
	53,510
12½ % E&C	6,700
	60,210

RECEIVED
MAR 23 1971

FOR FILING

3-3-71

U. S. DEPARTMENT OF TRANSPO[illegible]TION
FEDERAL HIGHWAY ADMINIST[illegible]ION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: R. E. Simpson, Division Engineer Salem, Oregon	PROGRAM NO.	FEDERAL AID PROJECT NO. T-5025(2)
	ITEM NO. T-11	STATE PROJECT NO. Oswego Hwy. at SW Bancroft St.
		COUNTY NAME Multnomah
		PROGRAM STAGE (Check) ☐ 1 ☒ 2

TO:

T-5025(2)
7551

Mr. R. L. Porter
State Highway Engineer
Salem, Oregon

Young
3-22-71

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
March 3, 1971	March 3, 1971	Federal Aid Primary Route 3 State Route 3

LIMITS OF AUTHORITY

After concurrance in award you are authorized to proceed with contractor's flagging in the amount of $500.00 and temporary erosion control in the amount of $100.00 as shown in your estimate.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Contractor's Flagging $500.00
Temporary Erosion Control $100.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Young's February 26, 1971 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed copy of the Title Sheet is returned herewith.

NOTED
TOM EDWARDS

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
March 3, 1971		For Division Engineer

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

T-5025(2)
7551

2-1-71

FORM PR-1240
(Rev. 6-68)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
~~T-5025(2)~~

STATE PROJECT NO.
SW. Macadam Avenue & Bancroft St. - Portland

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1 ☒ 2

PROGRAM NO.

ITEM NO.
T-11

FROM:
R. E. Simpson, Division Engineer
Salem, Oregon

TO:

Mr. R. L. Porter
State Highway Engineer
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE January 11, 1971	FEDERAL ROUTE NUMBER FAP - 3 STATE ROUTE NUMBER State Route - 3

LIMITS OF AUTHORITY

You are authorized to proceed with all phases of preliminary engineering necessary to prepare PS&E documents as requested in Mr. Young's December 22, 1970 letter.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Young

NOTED
TOM EDWARDS
2-9-71

RECEIVED
FEB 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DATE 2-1-71	SIGNATURE OF APPROVING OFFICIAL	TITLE Division Engineer

#7551

L

LLOYD E. ANDERSON
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

CITY OF PORTLAND
OREGON
97204
1220 S.W. 5TH AVENUE • PHONE (503) 228-6141

WM. S. LIND
CHIEF OF OPERATIONS
JAMES L. APPERSON
CITY ENGINEER

Hall
A. Olson
Wills
Hackleman
Carstensen
Keyes
Terpin
Sample

Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

RECEIVED
FEB 8 1971
DESIGN SECTION

RECEIVED
COUNTY & CITY SECTION
FEB 8 - 1971
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

January 26, 1971

3

Oregon State Highway Division
Highway Building
Salem, Oregon 97210

Attn: Mr. H.S. Cox, County and City Engineer

Re: Grading, paving and traffic signals, S.W. Bancroft St. (Portland), Channelization Oswego Highway.

Gentlemen:

We have reviewed the plans for the above mentioned project and find that on Sheet #3 the storm inlet for the off-ramp on S.W. Bancroft Street appears to be connected to our interceptor sanitary sewer manhole and if this is true, the connection must be corrected, as storm connections cannot be permitted to sanitary sewers. Also, we would like to know whether all the storm inlets that drain this section of highway are connected to the existing state storm sewers. Our information on the state storm sewer system in this vicinity is very limited, and we will appreciate a copy of your "as built plans" for this area.

Print Given to Co-City for Transmittal to City.

We request two changes in the plans with regard to sidewalk areas, as follows:

1. On Sheet No. 3, we feel that the sidewalk on the west side of Macadam Avenue should be continued to approximately Sta. 110+40, so that pedestrians will cross Macadam in line with the sidewalk on the north side of Bancroft St. (as noted in red on drawing).

on plans

2. Also, on Sheet No. 3, we believe that pedestrian travel should be discouraged northerly along Macadam past Sta. 110+40. We suggest that reducing the berm width behind the curb from 4½ feet to 2 feet would act as a deterrent to pedestrian traffic past this point.

on plans
WH

APPROVED
F. L. Hall
Design Engr.

Very truly yours,

James L Apperson

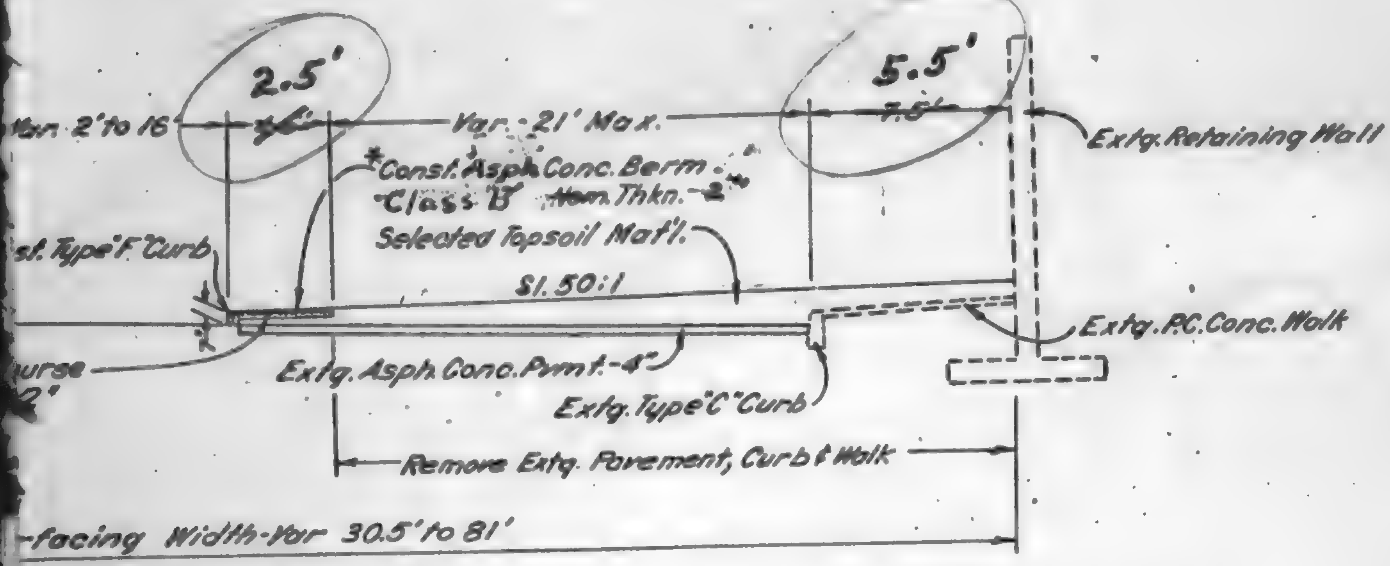
JAMES L. APPERSON, P.E.
City Engineer

CC: F.L. Hall 2-8-71
Please note City's comments and revise plans where necessary. This project is presently scheduled for March 25, 1971.

RNC:jr

BLADORN

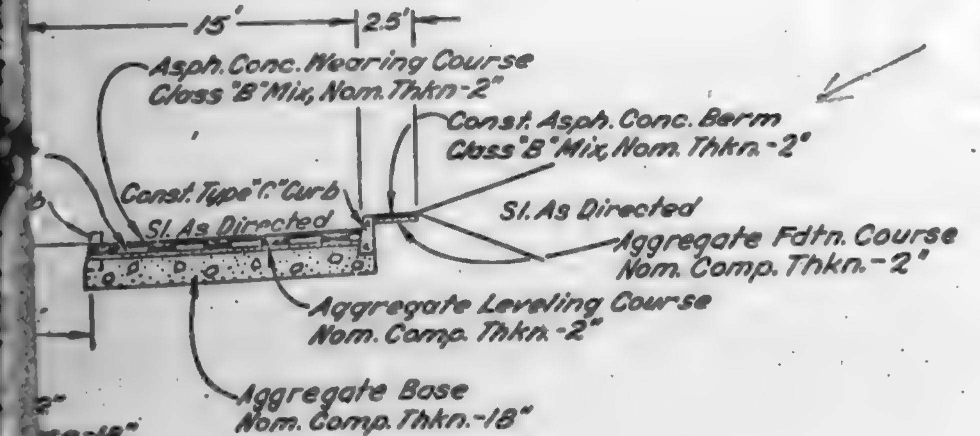
L SECTION


Var. 2' to 16'
2.5'
Var.-21' Max.
5.5'
~~7.5'~~
Extg. Retaining Wall
*Const. Asph. Conc. Berm
Class "B" Nom. Thkn.-2"
Selected Topsoil Mat'l.
st. Type "F" Curb
Sl. 50:1
Extg. P.C. Conc. Walk
urse
2"
Extg. Asph. Conc. Pvmt.-4"
Extg. Type "C" Curb
Remove Extg. Pavement, Curb & Walk
-facing Width-Var 30.5' to 81'

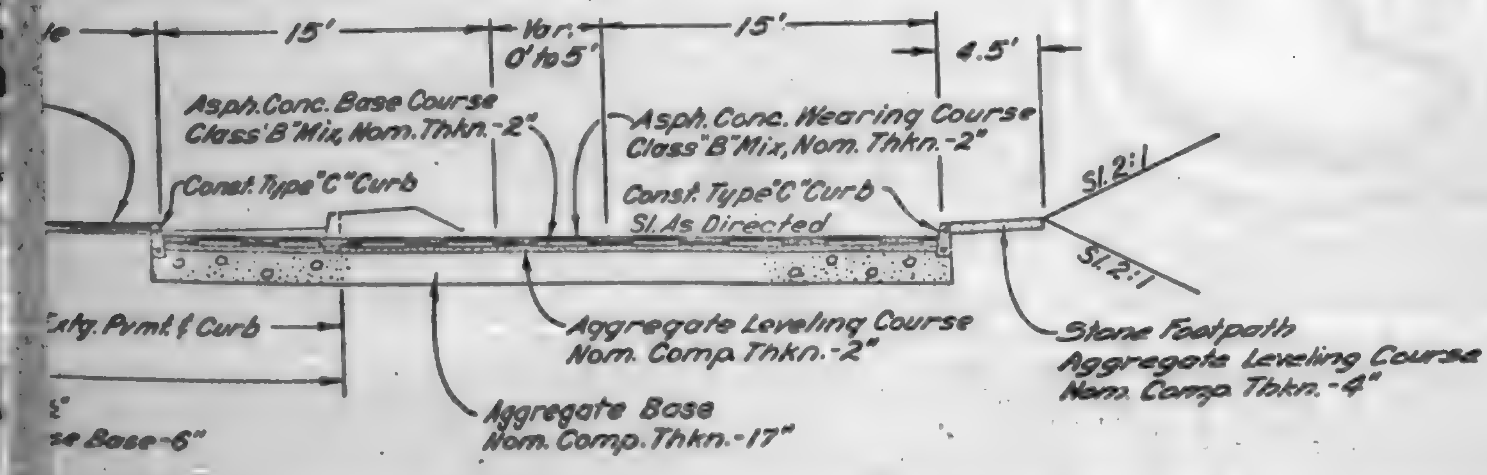
g Thkn. {Asph. Conc.-4"
Top Course Base-2"
Bottom Course-17"

* Const. 5' P.C. Conc. Walk, Thkn.-4"
Sta. 110+47 to Sta. 111+05 Rt.

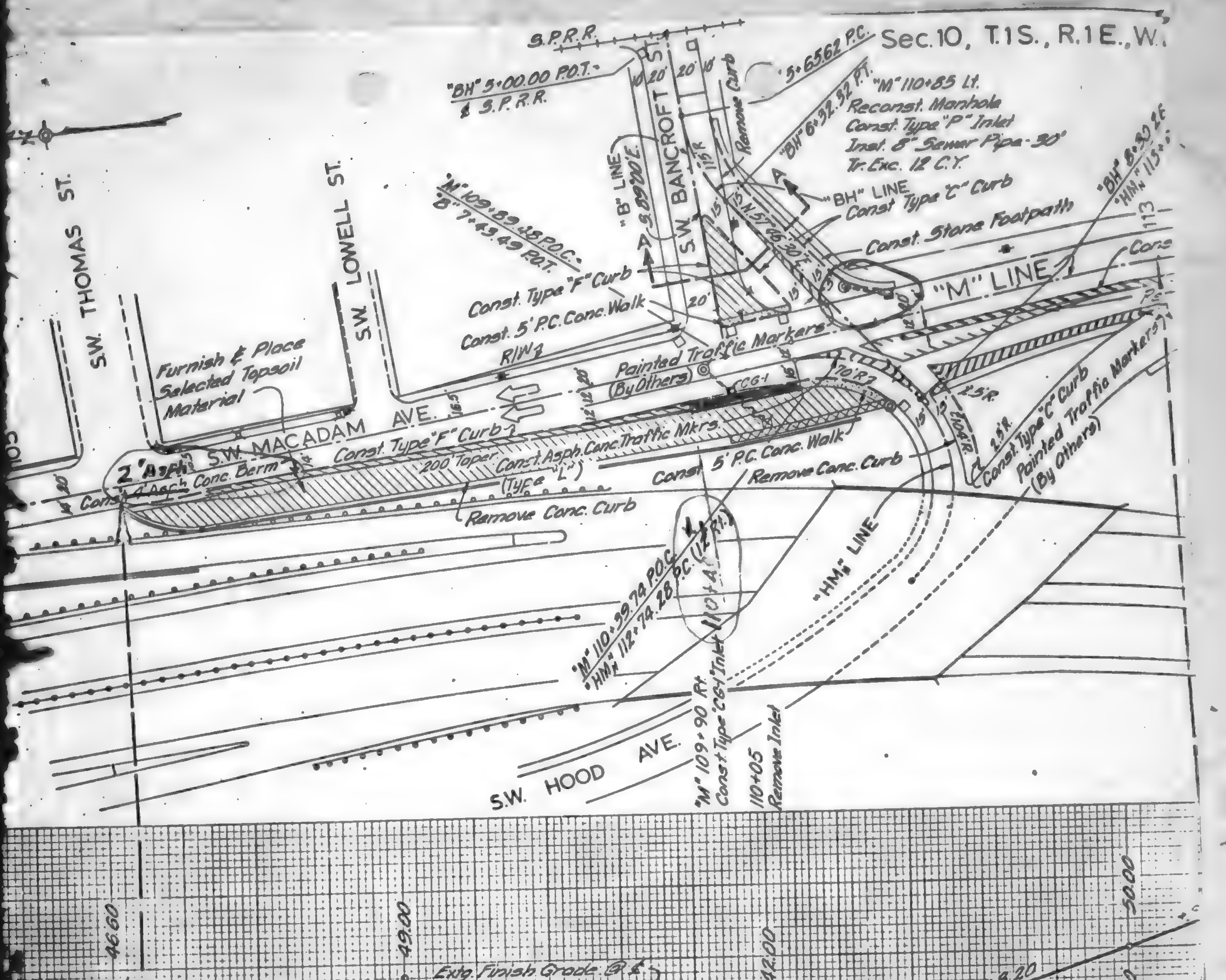
"M" LINE
+70 To STA. 111+05


15'
2.5'
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn.-2"
Const. Asph. Conc. Berm
Class "B" Mix, Nom. Thkn.-2"
Const. Type "C" Curb
Sl. As Directed
Sl. As Directed
Aggregate Fdtn. Course
Nom. Comp. Thkn.-2"
Aggregate Leveling Course
Nom. Comp. Thkn.-2"
Aggregate Base
Nom. Comp. Thkn.-18"
2"
se-18"

NE (Widening)


le
15'
Var. 0' to 5'
15'
4.5'
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn.-2"
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn.-2"
Const. Type "C" Curb
Const. Type "C" Curb
Sl. As Directed
Sl. 2:1
Sl. 2:1
Extg. Pvmt. & Curb
Aggregate Leveling Course
Nom. Comp. Thkn.-2"
Stone Footpath
Aggregate Leveling Course
Nom. Comp. Thkn.-4"
Aggregate Base
Nom. Comp. Thkn.-17"
2"
se Base-6"

N A-A (Bancroft St.)


S.P.R.R.
Sec.10, T.1S., R.1E., W.
"BH" 5+00.00 P.O.T. = ℄ S.P.R.R.
5+65.62 P.C.
"BH" 6+32.32 P.T.
"M" 110+85 Lt.
Reconst. Manhole
Const. Type "P" Inlet
Inst. 8" Sewer Pipe - 30'
Tr. Exc. 12 C.Y.
Remove Curb
S.W. BANCROFT ST.
"B" LINE S.89°00'E.
"M" 109+89.48 P.O.C. = "B" 7+43.49 P.O.T.
"BH" LINE
N.57°06'30"E.
Const. Type "C" Curb
Const. Stone Footpath
"BH" 8+30.26
"HM" 115+
113
"M" LINE
Cons
Const. Type "F" Curb
Const. 5' P.C. Conc. Walk
R/W ℄
Painted Traffic Markers (By Others)
CG-1
70'R.
25'R.
104'R.
1.5'R.
Const. Type "C" Curb
Painted Traffic Markers (By Others)
S.W. THOMAS ST.
S.W. LOWELL ST.
Furnish & Place Selected Topsoil Material
S.W. MACADAM AVE.
2' Asph. Conc. Berm
Const. 4' Asph.
Const. Type "F" Curb
200' Taper
Const. Asph. Conc. Traffic Mkrs. (Type "L")
Const. 5' P.C. Conc. Walk
Remove Conc. Curb
Remove Conc. Curb
"M" 110+39.74 P.O.C. = "HM" 112+74.28 P.C.
110+40 (12' Rt.)
"HM" LINE
S.W. HOOD AVE.
"M" 109+90 Rt. Const. Type "CG-1" Inlet
110+05 Remove Inlet
46.60
49.00
42.00
50.00
200' V.C.
200' V.C.
200' V.C.
Extg. Finish Grade @ ℄
+3.20
.50
.50
.00
.50
"M" LINE
Exc. 350 (Excess)
Selected Topsoil Mat'l. 850
BEGINNING OF PROJECT T-5025 (2) STA. 105+70
END OF PROJECT T-5025 (2)
105
110

TOPS

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: January 11, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5025(2) TOPICS
SW. Macadam Avenue & Bancroft Street (Portland)
Location/Design Approval

Klasse

Location/design approval in accordance with Paragraph 10 of PPM 20-8 is hereby given for the construction of the subject TOPICS project in Portland as requested in Mr. Young's December 22 letter.

RECEIVED
COUNTY & CITY SECTION
JAN 18 1971
☑ ENGR. ☑ COOR. ☒ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

1-15-71

REFERRED TO
Young
By Asst. State Hwy. Engr.

NOTED
F. B. KLASSE

1-18-71, 2:30PM

Gave copy to John Oakes and requested that R/W sec. proceed to purchase needed Right of way (State Funds) KY

NOTED
TOM EDWARDS

RECEIVED
JAN 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Federal Aid Project No. T-5025(2)

Highway No. FAP 3

Project Name Oswego Highway at S.W. Bancroft Street (Portland) Section

We hereby certify that the occupancy and/or adjustment of existing utilities within the right of way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, , Oregon

this 23rd day of December , 1970.

City of Portland, Oregon

James L. Apperson

J. L. Apperson, City Engineer

RECEIVED
COUNTY & CITY SECTION
DEC 28 1970
☐ ENGR. ☑ COOR. ☐ UE ☐ AE ☑ UE
☑ WPE ☐ CE ☑ RE ☐ RPE ☐

CC: R.L. Schroeder
C.G. Swenson
R.N. Chase
T.W. Litchfield

TOPS

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 22, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Location/Design Approval
S.W. Macadam Ave. & Bancroft Street
(Portland)
Project T-5025(2)

Dear Sir:

We hereby request your approval of the location/design as described hereinafter and in the enclosed study report.

Location. The corridor is the existing intersection of Bancroft Street with S.W. Macadam Avenue (Oswego Highway).

Design. The design consists of full traffic operated signals; grade, drain and paving of traffic lanes as shown on the enclosed plan sheets of the study report.

The proposed project was approved by the State Clearinghouse and the District 2 (CRAG) Clearinghouse on March 6, 1970 and April 17, 1970, respectively. Copies of said approvals were furnished with our May 12, 1970 program submission.

Notice of opportunity for public hearing was published on September 9 and 16, 1970, with a request deadline of October 1, 1970. No requests for hearing were received. Documents confirming this are enclosed.

The State Highway Division has considered the enclosed study report and has concluded the location/design is suitable for the proposed project.

RECEIVED
COUNTY & CITY SECTION
DEC 23 1970
☐ ENGR. ☑ COOR. ☑ OE ☒ [illegible] ☑ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

The description of the location/design for which we are requesting your approval is being published in appropriate news media. A copy of the request to the news media for publication is enclosed.

We further request your authorization, concurrently with the location/design approval, to proceed with the P.S.& E. preparation phase of the preliminary engineering as programmed for the subject project T-5025(2).

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: R. L. Porter
Tom Edwards
F. B. Klaboe
H. S. Cox ✓
Frank Hall
R. N. Chase
B. L. Gifford

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

T-5025
7551

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 22, 1970

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5025(2) City of Portland
SW. Bancroft St. and SW. Macadam Ave. Channelization
Proposed Landscaping and Sprinkling System

Klaboe

Mr. Klaboe's December 17 letter requests approval of landscaping in the subject project. While the use of "TOPICS" funds for landscape purposes is unusual it is supported in this case by important environmental considerations and the current policy of landscaping in the Portland area. To insure proper plant growth a minimum type sprinkling system is considered necessary and is approved.

12-29-70

REFERRED TO
Young Hall

NOTED
TOM EDWARDS

RECEIVED
DEC 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

☐ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ AE ☒ RPE ☐

SALEM, OREGON
December 15, 1970

TOPICS - Portland
S.W. Macadam @ S.W. Bancroft

Mr. R. W. Ellison
Program and Planning Section
Planning and Special Studies Engineer

BUILDING

On September 9 and 16, 1970, the City of Portland published notices in the ORECONIAN and OREGON JOURNAL newspapers offering the opportunity for a public hearing for the TOPICS project on S.W. Macadam Avenue at S.W. Bancroft Street. The City did not receive any requests for a public hearing, therefore, an analysis as mentioned in paragraph 9 of PPM 20-8 would not be required.

Attached is a letter dated December 8, 1970 from the City of Portland covering the social, economic, and environmental effects of the project.

This office on October 13 requested the Design Section to prepare any necessary reports and process the project for design approval from the FHWA. We were recently verbally informed that an analysis of the social, economic, and environmental effects would be necessary prior to requesting design approval. We fail to see the need for such an analysis as no information was submitted to City of Portland in response to the offer of a public hearing.

If any additional information is required for design-location approval, please advise.

Richard Unrein
Urban Engineer
County and City Section

RU:ljt
cc: F. L. Hall

TOPS

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

BUREAU OF TRAFFIC ENGINEERING
D. E. BERGSTROM
TRAFFIC ENGINEER

CITY OF PORTLAND
OREGON
97204
430 S.W. MAIN ST.—PHONE 228-6141, EXT. 356

RECEIVED
COUNTY & CITY SECTION
DEC 14 1970
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☑ UPE ☑ OR ☐ RE ☐ RPE ☐

December 8, 1970

Mr. Richard Unrein, Urban Aid Engineer
County and City Division
State Highway Department
405 Highway Building
Salem, Oregon 97310

Dear Mr. Unrein:

As directed by the State Highway Department, and required by federal regulations, we have reviewed the TOPICS Project for S.W. Macadam and Bancroft Street.

This signalization and channelization project was recommended by the City in order to provide for the safe and convenient movement of vehicular traffic at this intersection.

In our opinion there is no way this project can adversely affect the social, economic, or ecological quality of the Portland metropolitan area.

Sincerely,

D. E. Bergstrom

D. E. BERGSTROM
Traffic Engineer

DEB:ba

copies to: Ellison
Hall

TOPS

**OREGON STATE
HIGHWAY DIVISION**

December 7, 1970

Mr. Richard Unrein ✓
County and City
Building

SUBJECT: Bancroft Street (Portland)
Channelization
Oswego Highway
Multnomah County

Attached are prints and revised cost estimates for the subject project. This includes plant of Bearberry (ground cover) and sprinkling system.

Topsoil is provided in the estimate.

The addition of landscaping to the project is important from an environmental standpoint, since it is the policy of the Highway Division to landscape all of the urban areas through Portland.

Roy E. Olson
Landscape Engineer

vmt

Enclosures

12-15-70 Discussed with F.B.K. - OLSON & Wally Bryant. OK with FHWA if OLSON will supply letter re: need for sprinkling system & treatment. pl

RECEIVED
COUNTY & CITY SECTION
DEC 8 - 1970
☑ ENGR ☑ COOR. ☑ DE ☑ RE ☑ DE
☑ DPE ☑ CE ☒ RE ☑ DPE ☐

12-10-70
Sent copy of letter, Est. & plan to Wally Bryant and requested his comments.

Form 249x

OREGON STATE
HIGHWAY DEPARTMENT
COST ESTIMATE

TABULATION SHEET
SHEET 1 OF 2 SHEETS

RECEIVED
COUNTY & CITY SECTION
DEC 8 - 1970
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ JU
☐ UPE ☐ CE ☒ RE ☐ DPE ☐

Bancroft Street (Portland) Channelization

	UNIT	AMOUNT	ALLOW.	TOTAL AMOUNT	NET COST	TOTAL COST
Remove Extg. A.C. Traffic Marker	Lin. Ft.	430	20	450	0.10	$ 45.00
Remove Extg. Curbs	Lin. Ft.	350	30	380	0.75	285.00
Remove Extg. A.C. Surfacing	Sq. Yds.	1390	140	1530	1.00	1,530.00
Grading and Earth Work	All	—	—	—	—	675.00
Construction Type "C" Curb	Cu. Yd.	32	3	35	50.00	1,750.00
Construction P.C.C. Walk	Sq. Yd.	61	6	67	6.00	402.00
3/4"-0 Material	Ton	102	8	110	3.25	358.00
Plant Mix Stone Base	Ton	225	25	250	3.00	750.00
Extra for Berm Surfacing	Sq. Yd.	222	18	240	1.50	360.00
Class "B" Mix Asph. Conc.	Ton	103	12	115	10.00	1,150.00
Const. A.C. Traffic Markers	Lin. Ft.	150	15	165	1.00	165.00
Reconstruct Manhole	Each	1	—	—	150.00	150.00
Cap. Extg. Inlet	Each	1	—	—	35.00	35.00
Const. Type "P" Inlet	Each	1	—	—	150.00	150.00
Install "8" Sewer Pipe	Lin. Ft.	30	3	33	3.00	100.00
Trench Excavation	Cu. Yd.	12	3	15	6.00	90.00
Topsoil	Cu. Yd.	606	64	670	4.00	2,680.00
1/2 inch Water Pipe	Lin. Ft.	180	10	190	.55	104.50
3/4 inch Water Pipe	Lin. Ft.	180	10	190	.60	114.00
1 inch Water Pipe	Lin. Ft.	360	20	380	.66	250.80
1-1/4 inch Water Pipe	Lin. Ft.	270	10	280	.75	210.00
2 inch Water Pipe	Lin. Ft	175	10	185	1.10	203.50
2-1/2 inch Galvanized Steel Pipe	Lin. Ft.	60	5	65	3.50	227.50
Shrubbery Sprinkler Heads	One	69	6	75	4.00	300.00
1-1/2 inch Manual Section Valve	One	3	-	3	30.00	90.00

orm E49x

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET 2 OF 2 SHEETS

COST ESTIMATE

Bancroft Street (Portland) Channelization

	UNIT	AMOUNT	ALLOW.	TOTAL AMOUNT	NET COST	TOTAL COST
-1/2 inch Atmospheric Vacuum Breaker	One	3	-	3	40.00	$ 120.00
inch Globe Valve	One	1	-	1	40.00	40.00
urnish and Plant Bearberry (Includes Fertilizer)	One	2500	100	2600	.60	1,560.00
ark Mulch	Unit	9	1	10	30.00	300.00
						$14,195.30
			20% Eng. and Cont.			2,839.06
		Contract Items Total				$17,034.36
Signing and Flagging For Traffic During Construction						$ 500.00
			Signals and Illumination			20,000.00
			Additional Required R/W			5,600.00
				Grand Total		$43,134.36

nticipated Items:

1-1/2 inch Water Meter

#7551

3 L.

December 3, 1970

TOPICS PROJECT
DESIGN SECTION REPORT
BANCROFT STREET (PORTLAND) CHANNELIZATION
OSWEGO HIGHWAY
MULTNOMAH COUNTY

A public hearing was offered on the Bancroft Street (Portland) Channelization on the Oswego Highway but no requests were received.

The proposed project consists of installing traffic control signals, signing, and channelization at the intersection of the Oswego Highway (S. W. Macadam Avenue) and S. W. Bancroft Street. This proposed design will provide better access to and from the industrial area between S. W. Macadam Avenue and the Willamette River.

The width of roadway will be variable as indicated on the plan sheets.

Hall
A. Olson
Wills
Hackleman
Carstensen
Keyes
Turpin
Sample

RECEIVED
DEC 3 - 1970
DESIGN SECTION

Scott
Swensen
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

②

December 1, 1970
(date)

RECEIVED
COUNTY & CITY SECTION
DEC 11 1970
☑ ENGR. ☑ COOR. ☑ LE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

Hon. Terry D. Schrunk
The Mayor
City Hall
Portland, Oregon 97204

Attention: Hon. Francis Ivancie, Commissioner of Public Works

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway Oswego TOPICS project

Section Oswego Highway @ SW Bancroft Street: Signals, Signing, & Channelization

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
DEC 11 1970
☑ ENGR. ☑ COOR. ☐ LE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☑ RPE ☐

12-3-70
(date)

By

By Lloyd Anderson
Commissioner

By
Commissioner

cc: L. H. Young
Attn: Duane Ridings

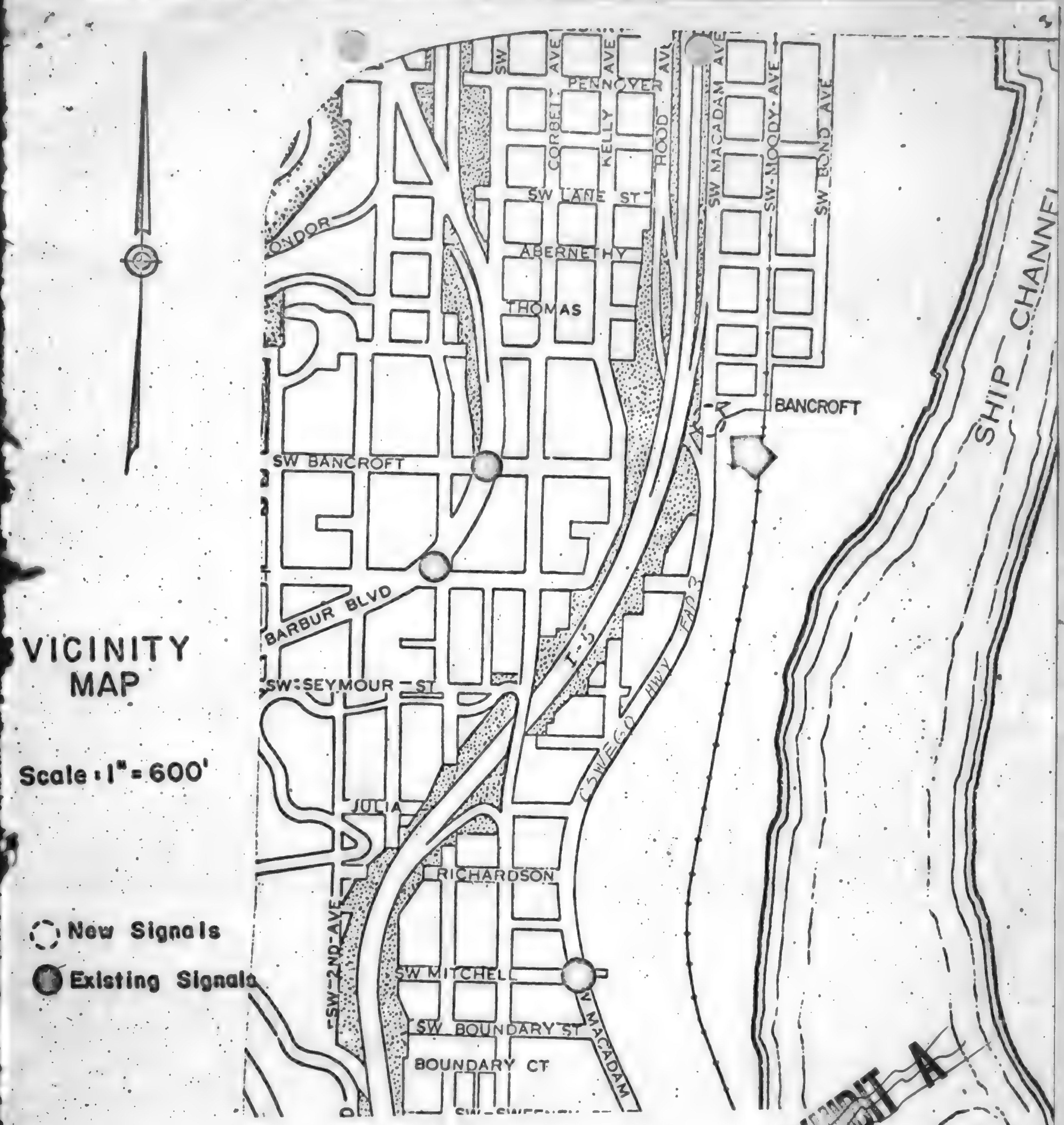

VICINITY MAP
Scale: 1" = 600'
New Signals
Existing Signals
SW AVE
CORBETT AVE
PENNOYER
KELLY AVE
HOOD AVE
SW MACADAM AVE
SW MOODY AVE
SW BOND AVE
SW LANE ST
CONDOR
ABERNETHY
THOMAS
BANCROFT
SW BANCROFT
BARBUR BLVD
I-5
OSWEGO HWY FAP 3
SW SEYMOUR ST
JULIA
RICHARDSON
SW 2ND AVE
SW MITCHELL
SW BOUNDARY ST
BOUNDARY CT
SW MACADAM
SHIP CHANNEL

EXHIBIT A

PROPOSED TOPICS PROJECT
CITY OF PORTLAND
OSWEGO HWY. at S.W. BANCROFT ST.

FORM E-30-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
October 28, 1970

SUBJECT: S. W. Bancroft St. Section
Oswego Highway
Multnomah County

To: Mr. Louis C. Crothaus
District R/W Supervisor

METRO

We have Mr. Young's authorization to use State funds to purchase the necessary right of way for the above project. However, since this project is involved with a Federal Aid TOPICS, we cannot purchase the property until the design is approved. As this appears to be in the near future, you may proceed with appraisal at this time.

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant R/W Engineer

JRO:ph

cc L. H. Young
H. S. Cox ✓

RECEIVED
COUNTY & CITY SECTION
OCT 29 1970
☑ ENGR. ☑ COOR. ☒ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

☐ ~~ENGR.~~ ☑ COOR. ☑ UE ☑ AE ☑ U
☑ UPE ☐ CE ☑ RE ☑ RPE ☐

Salem, Oregon
October 13, 1970

TOPICS, Portland
Design Approval
Oswego Highway @ SW Bancroft Street

Mr. Frank Hall
Design Engineer
BUILDING

Attention: Mr. D. E. Keyes

Attached are three copies of affidavits of publication of the offer of a public hearing pertaining to the Oswego Highway at SW Bancroft Street TOPICS project for which design approval is being requested. Proper procedures were followed and no requests for a hearing were received.

Please prepare any necessary reports and process the request for design approval from the Federal Highway Administration. If any additional data is needed, please advise.

RICHARD BLADORN B
Richard H. Bladorn
Urban Program Engineer

RHB:mm

Att.

cc: R. L. Schroeder
R. N. Chase

TOPS

EPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

1851

BUREAU OF TRAFFIC ENGINEERING
D. E. BERGSTROM
TRAFFIC ENGINEER

CITY OF PORTLAND
OREGON
97204
420 S.W. MAIN ST.—PHONE 228-6141, EXT. 356

RECEIVED
COUNTY & CITY SECTION
OCT 13 1970
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☑ CE ☑ RE ☐ RPE ☐

October 8, 1970

Mr. Richard Unrein, Urban Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Unrein:

Enclosed as required by Federal Highway Administration regulations are copies of the legal notices in the Oregonian and The Oregon Journal describing the TOPICS Project at S.W. Macadam Avenue and Bancroft Street.

As of this date we have not had any requests for a public hearing on this project. Would you therefore please advise the Federal Highway Administration accordingly and make the necessary arrangements for the State Highway Department to proceed with right-of-way acquisition.

If you need any additional information please advise.

Sincerely,

D. E. Bergstrom

D. E. BERGSTROM
Traffic Engineer

DEB:ba
Encls.

RECEIVED
COUNTY & CITY SECTION
OCT 13 1970
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☑ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

In the ______________ Court of the State of Oregon

for the County of Multnomah

______________________________	
______________________________	Plaintiff
vs.	
______________________________	
______________________________	Defendent

Affidavit of Publication

STATE OF OREGON

County of Multnomah ______________ } s.s

I, R L TORSON being first duly sworn depose and say that I am the Principal Clerk Of The Publisher of The Oregonian, a newspaper of general circulation, as defined by ORS 193.010 and 193.020, published in the City of Portland, in Multnomah County, Oregon; that the advertisement, a printed copy of which is hereto annexed, was published without interruption in the entire and regular issues of The Oregonian for TWO successive and consecutive ISSUES on the following dates:

SEPTEMBER 9, 16, 1970

Torson

Principal Clerk Of The Publisher

Subscribed and sworn to before me this 16 day of SEPTEMBER 19 70

Mae B. Smith

Notary Public for Oregon

My Commission expires: My Commission Expires Feb. 12, 1971

F-1703

NOTICE

Notice is hereby given that the City of Portland proposes to signalize the intersection of S.W. Bancroft Street and S.W. Macadam Avenue in the City of Portland, Multnomah County, Oregon.

The proposal consists of installing a traffic actuated signal, plus street modifications, in order to provide access to and from the industrial area between S.W. Macadam Avenue and the Willamette River.

This notice is given in compliance with federal regulations and state statutes pertaining to this type of proposal whereby it is required that public notice be given to enable interested persons to request a hearing on the proposal. If any interested person desires such a hearing, a request for a hearing should be directed to D.E. Bergstrom, Traffic Engineer, 120 S.W. Main Street, Portland Oregon 97204, on or before October 1, 1970.

D E BERGSTROM
Traffic Engineer

RECEIVED
COUNTY & CITY SECTION
OCT 13 1970
☐ ENGR. ☑ CJGR. ☐ SE ☐ AE ☑ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

NOTICE

Notice is hereby given that the City of Portland proposes to signalize the intersection of S.W. Bancroft Street and S.W. Macadam Avenue in the City of Portland, Multnomah County, Oregon.

The proposal consists of installing a traffic actuated signal, plus street modifications, in order to provide access to and from the industrial area between S.W. Macadam Avenue and the Willamette River.

This notice is given in compliance with federal regulations and state statutes pertaining to this type of proposal whereby it is required that public notice be given to enable interested persons to request a hearing on the proposal. If any interested person desires such a hearing, a request for a hearing should be directed to D.E. Bergstron, Traffic Engineer, 420 S.W. Main Street, Portland, Oregon 97024, on or before October 1, 1970.

D.E. BERGSTROM
Traffic Engineer
City of Portland, Oregon

In the ______________ Court of the State of Oregon
for the County of Multnomah

____
______________________________ Plaintiff
vs.
____
______________________________ Defendent

Affidavit of Publication

STATE OF OREGON
County of Multnomah ______________ } s.s

I, R L TORSON
being first duly sworn depose and say that I am the Principal Clerk Of The Publisher of The Oregon Journal, a newspaper of general circulation, as defined by ORS 193.010 and 193.020, published in the City of Portland, in Multnomah County, Oregon; that the advertisement, a printed copy of which is hereto annexed, was published without interruption in the entire and regular issues of The Oregon Journal for TWO successive and consecutive ISSUES on the following dates:
SEPTEMBER 9, 16, 1970

Torson
Principal Clerk Of The Publisher

Subscribed and sworn to before me this 8 day of OCTOBER 19 70

Notary Public for Oregon

My Commission expires: My Commission Expires Feb. 12, 1971

F-1703

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
October 6, 1970

SUBJECT: Deed
S. W. Bancroft @ Macadam Avenue
Topics Program

To: Frank Hall
Design Engineer
State Highway Building
Salem

In File
44942

Transmitted is a copy of City of Portland Ordinance No. 121038. This ordinance accepts the deed granted by Hoffman Construction Company for opening S. W. Bancroft Street at S. W. Macadam.

Robert L. Schroeder
Metropolitan Engineer

By:

J H Versteeg

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:pb

Enc

Hall
A. Olson
Wills
Hackleman
Carstensen
Kayss
Turpin
[illegible]

RECEIVED
OCT 7 1970
DESIGN SECTION

1 Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

Desc. to R/W 10-9-70

SP*52479-794

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
September 30, 1970

SUBJECT: Deed
S. W. Bancroft
S. W. Macadam Avenue
Topics

To: Frank Hall
Design Engineer
State Highway Building
Salem

ATTENTION: Frank Turpin

Transmitted is the deed for the property located in the S. E. quadrant of Macadam and S. W. Bancroft Streets. A portion of this property will be needed when Bancroft Street is realigned.

Mr. Limbocker advises that all location data has been submitted to the Design Section.

Robert L. Schroeder
Metropolitan Engineer

By:

J H Versteeg

711-6945

7119-229-6945

Robert L. Schroeder
Metropolitan Engineer

RLS:pb

Enc

1 Hall
2 A. Olson
Wills
Hackleman
Carstensen
Keyes
2 Terpin
Semple

RECEIVED
OCT 1 1970
DESIGN SECTION

3 Scott S
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

Requested info. re
location of Bancroft
St. from Versteeg
10-2-70 S.

Recd 10-7-70

SP*53478-734

FORM E-30-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
October 9, 1970

To: Mr. D. H. Moehring
Right of Way Engineer
BUILDING

SUBJECT: 44942 - Hoffman Industries
Oswego Highway at S.W.
Bancroft St. TOPICS Project
Multnomah County

Attached is a description, an authorization, right of way prints, and a copy of a letter from the County-City Section which indicates the State is to acquire the right of way for this TOPICS Project that is scheduled for December 3, 1970. — VERY doubtful

FRANK L. HALL
Design Engineer

By Floyd O. Scott
FLOYD O. SCOTT
Right of Way
Description Engineer

FOS:jg
Attachment
cc: H. S. Cox ✓

RECEIVED
COUNTY & CITY SECTION
OCT 9 - 1970
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ DE ☒ RPE ☐

10-9-70
CALLED MOEHRING AND REMINDED him that
R/W Acquisition must AWAIT FHWA Design-Location Approval.

RECEIVED
AUG 27 1970

I-5025(2)
7551

August 27, 1970

City of Portland
City Hall
Portland, Oregon 97204

Attn: James Hamill, Auditor

MISC. CONTRACTS and
AGREEMENTS No. 4034

Gentlemen:

Attached for your records are two fully executed copies of an agreement concerning construction of the Oswego Highway (S. W. Macadam Avenue) at S. W. Bancroft Street Section in connection with the TOPICS Plan.

A fully executed copy of this agreement is being retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sea
Att.

cc H. S. Cox
(conf. agreement att.)

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 3, 1970

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klasse

SUBJECT: Oregon Project T-5025(-) Portland
Preliminary Engineering for TOPICS Projects

The proposed letter form agreement between the State and the City of Portland transmitted with Mr. Cox's May 27 letter has been reviewed as requested and is satisfactory. We concur that Portland's City Engineering Department is adequately staffed and suitably equipped to perform the necessary work.

Upon execution of the agreement the City may proceed with the preliminary engineering for TOPICS Projects T-5025(1) and T-5025(2) up to the design approval stage as limited by our May 20 program approval for these projects.

6-8-70

REFERRED TO Young Cox
By Asst. State Hwy. Engr.

F.B. KLASSE
I.C.

RECEIVED
JUN 8 - 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

RECEIVED
JUN 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
RICHARD [illegible]

NOTED
RICHARD BLADORN

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

TRANSACTION NUMBERS 5-51 TO 5-56

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT OREGON	DATE 5-20-70
BY (Signature) MR. YOUNG'S MAY 11 & 12, 1970 LETTERS	
TITLE PROGRAM AND PLANNING ENGINEER	

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 6 THRU 11

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
6	T-5007(1)	0.04	22,500	14,250	DIXON CREEK SECTION (CORVALLIS)	ALL PHASES OF PE - GRADE DRAIN & HIGH TYPE PAVEMENT
7	T-5007(2)	0.0	50,200	31,860	CENTRAL BUSINESS (CORVALLIS)	ALL PHASES OF PE- SIGNALIZE INTERSECTION
8	T-5007(3)	0.15	40,000	25,400	NW CIRCLE BLVD TO NW SPRUCE AVE ON NW 9TH (CORVALLIS)	ALL PHASES OF PE - GRADE - DRAIN, HIGH TYPE PAVEMENT AND TRAFFIC SIGNALS
9	T-5007(4)	0.10	34,000	21,600	NW 29TH TO NW 31ST ON HARRISON BLVE.(CORVALLIS)	ALL PHASES OF PE-GRADE-DRAIN, HIGH TYPE PAVEMENT AND TRAFFIC SIGNALS
10	T-5025(1)	1.3	102,000	64,700	STATE ST, WASHINGTON COUPLET (PORTLAND)	ALL PHASES OF PE AND TRAFFIC SIGNALS.
11	T-5025(2)	0.0	54,000	34,300	SW MACADAM AVE. AT BANCROFT ST(PORTLAND)	ALL PHASES OF PE, GRADE, DRAIN, HIGH TYPE PAVEMENT, TRAFFIC SIGNALS.

REMARKS (Division)

YOU ARE HEREBY AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING UP TO LOCATION/DESIGN APPROVAL.

RECEIVED
MAY 22 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-20-70	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-934

5-20-70

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM D

(PPM 21-1)

ONTHLY TRANSACTION NO. 5-56

5-12-70

ATE SUBMITTED TO W.O. 20 MAY 1970

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) SR 43 S.W. Macadam Ave. (Portland) at Bancroft St. 21 65	ADT	PRESENT 9,000	FUTURE 17,000 (66) (70) · YEAR 90 (71) (72) · REGION 08

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Gr., H.T. Pave., Traffic Signals 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. A6 (72) (73)	PL. AUTH YR (74) (75)	PREFIX L 14	COUNTY NAME Mult

CARD 4	CLASS OF FEDERAL FUNDS TOPICS NAME OF URBAN AREA Portland 027 17-31	ROUTE NO. P	FEDERAL-AID 3

ESTIMATED PROJECT COST BY PHAS

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STAT
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)	
5	10			1	PE	3	SR 43 S.W. Macadam Ave. (Portland) at Bancroft Street	0.0	2,500	1,580	
5					ROW						
5	30			3	CONST (CODE) 6201 1031	3		0.0	51,500	32,720	
							PROJECT TOTALS	0.0	54,000 (16) (23)	34,300 (24) (33)	REMA

CARD	CODE
1	1
1	14

PREPARED BY

PROGRAM APPROVAL DATES

20 MAY 1970
B.P.R. OREGON DIVISION

RECEIVED
MAY 22 1970
ENGINEER
COUNTY & CITY DIVISION

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

-12-70

nd)	**ADT**	PRESENT 9,000	FUTURE 17,000	YEAR 90	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 077	ITEM NO. 11

TE	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. A6	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) T-	NUMBER 5025	SEQ. NO. (2)	I. Projects Only POST MI. | DESIG.

COUNTY NAME: Multnomah CODE 051

PROGRAM STAGE ☐ 1 OR ☒

027

ROUTE NO. P — FEDERAL-AID: 3 — STATE: 3 — U.S.:

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
adam at	0.0	2,500	1,580	460	460 (City)	P.E. all phases, gr., dr., H.T. pave., channelization and signal installation.
	0.0	51,500	32,720	9,390	9,390 (City)	ROW-60' Normal; Access Control-None; Park. Restrictions-None.
ROJECT TOTALS	0.0	54,000	34,300	9,850	9,850 (City)	

5-12-70

RECEIVED
MAY 22 1970
ENGINEER
COUNTY & CITY DIVISION

REMARKS

See Reverse.

S.W. MACADAM AVE. (PORTLAND) AT BANCROFT STREET

PROJECT T-5025(2)

Existing Facility: 38-foot paved street section.

Adjacent Sections: North and South same as existing.

Project Data: The work consists of all phases of preliminary engineering; necessary grade and drain, high-type pavement, channelization, traffic signal installation to provide north and south movements to and from the industrial area east of S.W. Macadam Ave. This construction will complete the one-way Hood Ave. (S.B.)-Macadam Ave. (N.B.) couplet which will begin at Bancroft Street and provide necessary access to the industrial area which lies east of Macadam and north of Bancroft.

System Action, Airports, Railroads, Water Development, Historical and Recreational Areas - None involved.

Relocation Payments - Will be made by the City and/or State as required.

Public Hearing - The offer for a public hearing is required. The holding of said hearing will be accomplished if same is requested. Right of way is required as well as the fact the traffic pattern on Macadam Ave. over a two-block section, Bancroft St. to Thomas St., is being changed from two-way to one-way northbound.

State Clearinghouse approval - March 6, 1970.

CRAG District Clearinghouse and 204 review approval - Apr. 17, 1970.

Control of Utilities: The State does not, at this time, have legal authority to control the use by Utilities of the right of way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

RECEIVED
MAY 15 1970
FOR FILING

T-5025(2)
7551

May 12, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for two TOPICS Projects in Portland, Items 10 and 11, which we desire to have included in the Federal-Aid TOPICS Program as established in the 1968 Highway Act.

Each of the project programs contain all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain BPR location/design approval for each project.

We will request further authorization to proceed with preliminary engineering for P.S. & E. preparation for each project as soon as location/design approval is granted.

These projects are programmed under the provisions of paragraph 8h of PPM 21-18 as all steps set forth therein will be completed with reasonable certainty within the 18-month limitation.

Item No. 11, Project T-5025(2), S.W. Macadam at Bancroft (Portland), consists of preliminary engineering and construction on a Type I Primary Highway, FAP 3, Oswego Highway. This is to certify that this project will have a priority which indicates the improvement, for maximum benefits, should be accomplished at this time and as the Highway Division has obligated all available Primary Federal-Aid Funds, the project is programmed under the provisions of paragraph 8d of PPM 20-18 using TOPICS Funds.

We hereby certify, in response to your letter of April 16, 1970, Subject: "S.E. Stark St.-S.E. Washington St. Couplet" that the only required right of way for the construction of the one-way couplet was acquired under the following conditions:

a. Easterly connection of Washington St. to Stark St. was acquired by the State of Oregon for Interstate Highway I-205 in compliance with State and Federal laws. Multnomah County by agreement is allowed to use the right of way for a temporary connection to Stark St. (FAS 641).

b. Westerly connection of Washington St. to Stark St. was acquired prior to either street being placed on the temporary TOPICS Federal-Aid Primary Type II Highway System (November 14, 1969). It is therefore our opinion that the 1968 Federal-Aid Highway Act is not retroactive to cover time prior to the placing of the streets on the Type II Primary Highway System.

c. A copy of Mr. Unrein's Memo of April 28, 1970 is enclosed which substantiates a. and b. above.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RNC:bb
Enclosure

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

5-12-70

FEDERAL - AID PRO

(PPM 21-1

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) SR 43 S.W. Macadam Ave. (Portland) at Bancroft St. 31 65	**ADT**	PRESENT 9,000	FUTURE 17,000 (66) (70)	YEAR 90 (71) (72	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Gr., H.T. Pave., Traffic Signals 36 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75

CARD 4	CLASS OF FEDERAL FUNDS TOPICS	COUNTY NAME
	NAME OF URBAN AREA Portland 17-31	ROUTE NO. P FEDERAL-AID 3

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	 TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	 FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		SR 43 S.W. Macadam Ave. (Portland) at Bancroft Street	0.0	2,500	1,580
5					**ROW**					
5					**CONST** (CODE)			0.0	51,500	32,720

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	54,000	34,300
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 9,000	FUTURE 17,000 (66) (70)	YEAR 90 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 077 (4) (9)	ITEM NO. 11 (14) (18)

AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) T- 14 23	NUMBER 5025 7	SEQ. NO. (2) 13	I. Projects Only POST MI. DESIG. (24) (26) 27

COUNTY NAME	Multnomah	CODE 051 (14) (16)		PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. P	FEDERAL-AID 3 (32)	STATE 3 (36)	U.S. (37) (41)	

ESTIMATED PROJECT COST BY PHASES

(58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
0.0	2,500	1,580	460	460 (City)	P.E. all phases, gr., dr., H.T. pave., channelization and signal installation.
0.0	51,500	32,720	9,390	9,390 (City)	ROW-60' Normal; Access Control-None; Park. Restrictions-None.
0.0	54,000	34,300	9,850	9,850 (City)	
	(16) (23)	(24) (33)			

REMARKS

See Reverse.

USCOMM DUSCOMM-DC 48909-P61

S.W. MACADAM AVE. (PORTLAND) AT BANCROFT STREET

PROJECT T-5025(2)

Existing Facility: 38-foot paved street section.

Adjacent Sections: North and South same as existing.

Project Data: The work consists of all phases of preliminary engineering; necessary grade and drain, high-type pavement, channelization, traffic signal installation to provide north and south movements to and from the industrial area east of S.W. Macadam Ave. This construction will complete the one-way Hood Ave. (S.B.)-Macadam Ave. (N.B.) couplet which will begin at Bancroft Street and provide necessary access to the industrial area which lies east of Macadam and north of Bancroft.

System Action, Airports, Railroads, Water Development, Historical and Recreational Areas - None involved.

Relocation Payments - Will be made by the City and/or State as required.

Public Hearing - The offer for a public hearing is required. The holding of said hearing will be accomplished if same is requested. Right of way is required as well as the fact the traffic pattern on Macadam Ave. over a two-block section, Bancroft St. to Thomas St., is being changed from two-way to one-way northbound.

State Clearinghouse approval - March 6, 1970.

CRAG District Clearinghouse and 204 review approval - Apr. 17, 1970.

Control of Utilities: The State does not, at this time, have legal authority to control the use by Utilities of the right of way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

A

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

BUREAU OF TRAFFIC ENGINEERING
D. E. BERGSTROM
TRAFFIC ENGINEER

1851

CITY OF PORTLAND
OREGON
97204
420 S.W. MAIN ST.—PHONE 228-6141, EXT. 356

NOTED
H. S. COX

March 25, 1970

Mr. Richard Unrein, ✓ Urban-Aid Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Unrein:

As requested, we are enclosing traffic volumes and accident information for the three TOPICS projects we have applied for.

Signal plans for these projects are being drawn and will be sent to you as soon as they are complete.

A description of each project and support data follows.

If additional information is required please let us know.

Sincerely,

D. E. Bergstrom

D. E. BERGSTROM
Traffic Engineer

NOTED
HAROLD
REYNOLDSON

RCS:ba
Encls.

4-3-70
ALT & DESCRIPTIONS
Forwarded to Dist. [illegible] H

RECEIVED
MAR 30 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. PRANGE

NOTED
OR C. HOLMES

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
E. B. Arensmeier

March 25, 1970

BUREAU OF TRAFFIC ENGINEERING
City of Portland, Oregon

Description - TOPICS Projects

STARK-WASHINGTON COUPLET

Present Conditions: S.E. Stark Street is a 36 foot arterial street running through a commercial area between S.E. 76th Avenue and 96th Avenue. Parking demand is heavy making it difficult to remove parking except on a peak hour basis adjacent to 82nd Avenue. There is heavy congestion because of turning movements, pedestrian movements, and parking maneuvers.

Multnomah County has, under an agreement with the City, improved S.E. Washington Street, which is parallel and one block south of S.E. Stark Street; and also constructed transitional streets at S.E. 74th Avenue and at S.E. 94th Avenue. This construction was done so a one-way couplet could be installed through this section. This TOPICS request is for the traffic control necessary to implement this couplet.

Future Conditions: The one-way couplet will provide a smooth flow of traffic, additional capacity less pedestrian hazard and less parking friction. This couplet will, in the future, tie into a proposed Multnomah County couplet which will extend east to 103rd Avenue crossing over I-205 Freeway and through a new shopping center.

S.E. 82ND AND MILL STREET - SIGNAL

Present Conditions: S.E. 82nd Avenue a major four-lane arterial carrying an ADT of 29,500 is uninterrupted for three-quarters of a mile between S.E. Yamhill Street and Division Street. S.E. Mill Street, over one-fourth of a mile north of Division is used by primary school children as an unpatrolled crossing. In checking with the school authorities we find it is impossible to re-establish school boundaries or eliminate this crossing.

S.E. 82ND AND MILL STREET - SIGNAL (Continued)

S.E. Mill Street is one of the few streets that will cross to the east of I-205 Freeway at 96th Avenue and volumes are expected to increase when the freeway is complete.

S.W. MACADAM AND BANCROFT - SIGNAL

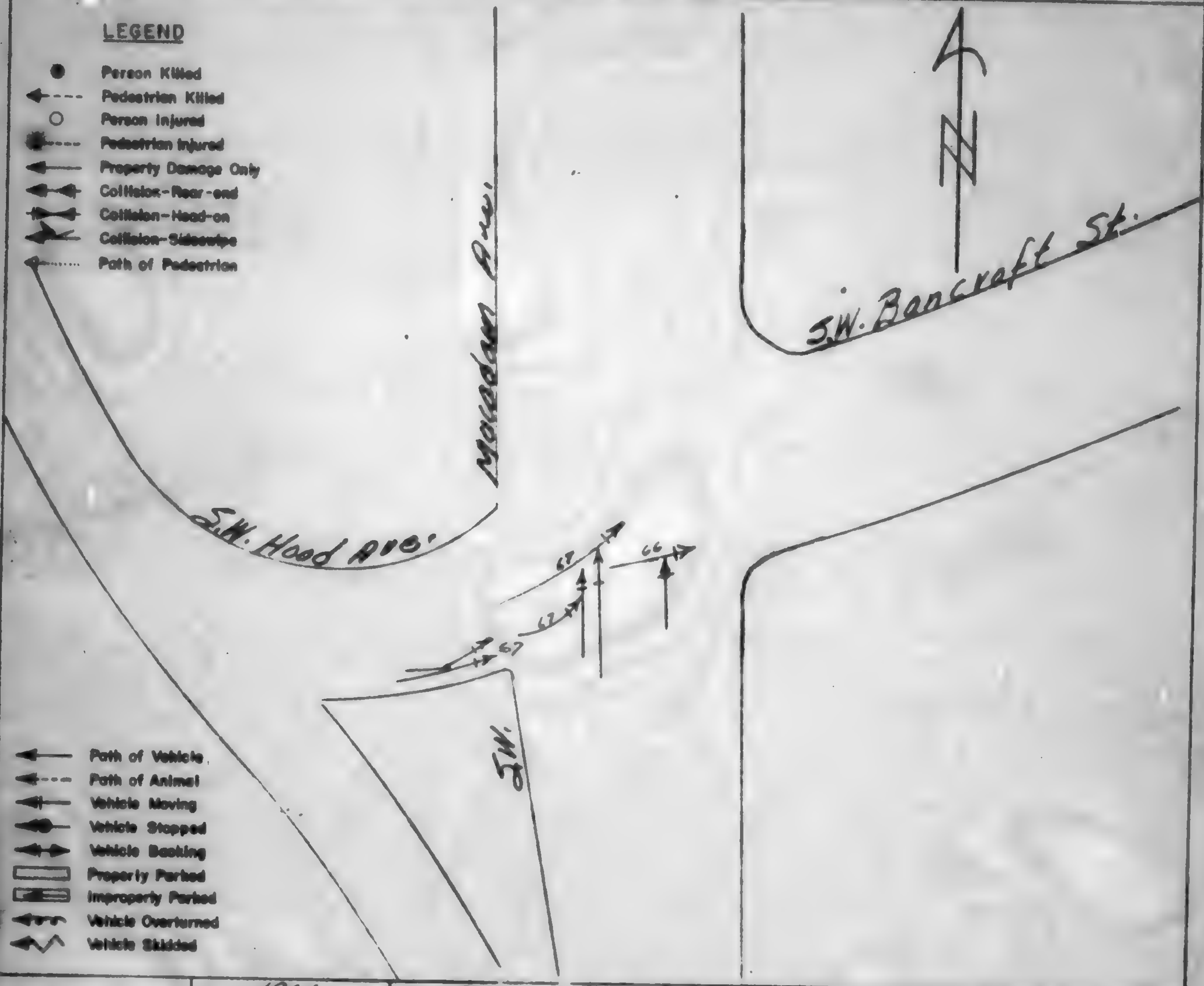
Present Conditions: S.W. Macadam is a one-way street north of S.W. Thomas Street which is two blocks north of Bancroft Street. Logically the one-way couplet should end at Bancroft but because of an industrial area to the north and east access to the south was provided by an unusual design as can be seen in the attached sketch.

This proposed signal is to be installed at recently improved S.W. Bancroft Street which was designed and built to eliminate the two-block section of two-way Macadam north of Bancroft.

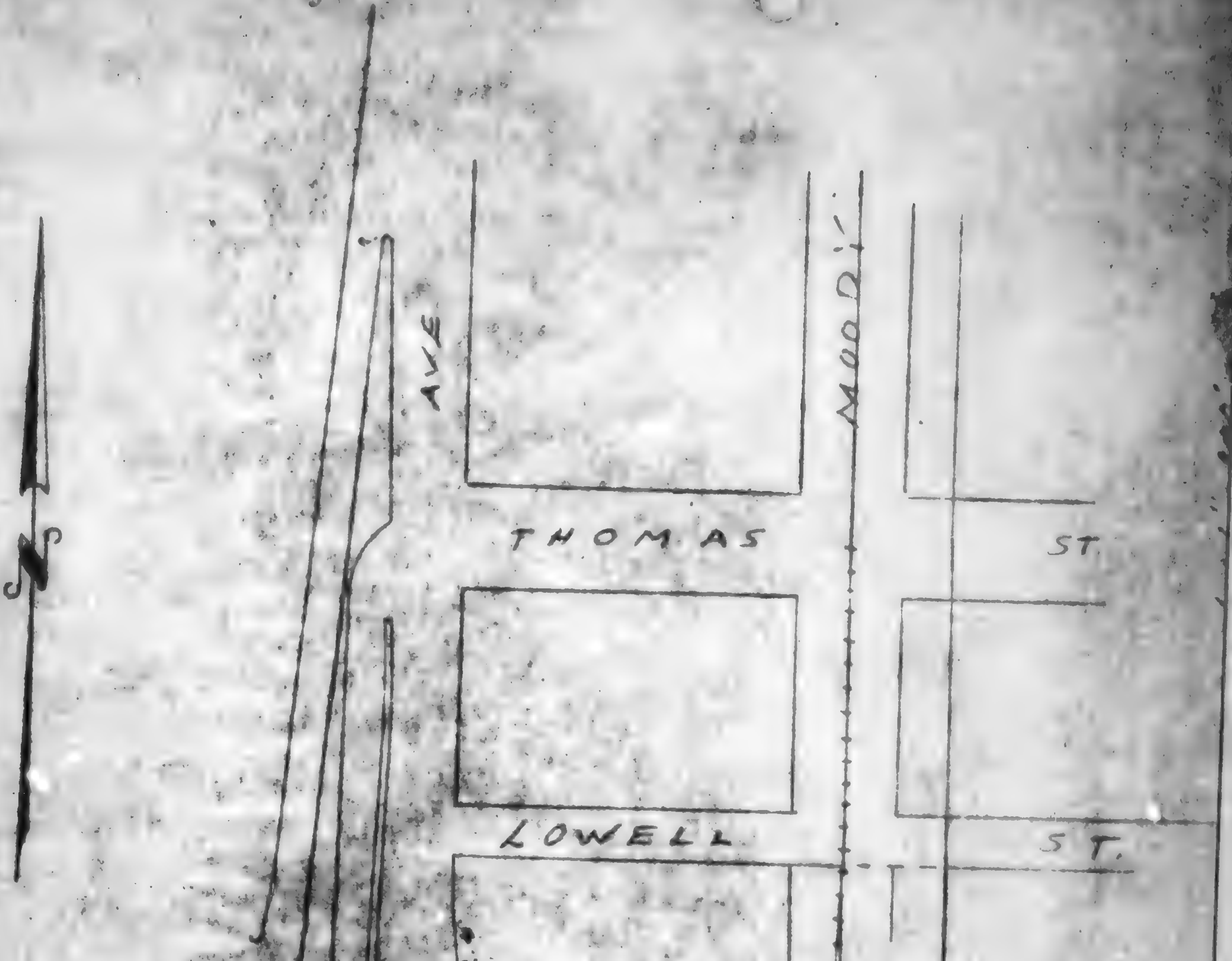
CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

COLLISION DIAGRAM

LOCATION S.W. Macadam & Hood & Bancroft COMPILED BY Shields
PERIOD COVERED 1-1-66 TO 12-31-68 DATE 2-19-70


LEGEND
Person Killed
Pedestrian Killed
Person Injured
Pedestrian Injured
Property Damage Only
Collision-Rear-end
Collision-Head-on
Collision-Sideswipe
Path of Pedestrian
Macadam Ave.
S.W. Bancroft St.
S.W. Hood Ave.
S.W.
67
67
67
66
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded

COLLISION TYPE	1966				1967				1968											
	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total
Angle			1	1																
Head-on																				
Rear-end																				
Sideswipe							1	1												
Turning Movement							2	2												
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL			1	1			3	3				0								


N
AVE
THOMAS ST.
LOWELL ST.
MOODY
Bancroft
1116
787
931
9264

TRAFFIC VOLUMES
24 HR COUNT
3-5-70

TRAFFIC COUNT TAB

Day THU Date 3/5/70

Weather FAIR

ON: S.W. HOOD (Left lane)
TO MACADAM

ON: S.W. MACADAM
S. OF BANCROFT

TIME / DIR		NB				NB		
A.M. 7-8		244				1260		
8-9		193				1082		
9-10		112				595		
10-11		112				566		
11-12		110				491		
P.M. 12-1		127				501		
1-2		166				523		
2-3		136				505		
3-4		122				576		
4-5		143				784		
5-6		156				500		
6-7		46				373		
7-8		38				325		
8-9		18				155		
9-10		16				167		
10-11		11				170		
11-12		11				104		
A.M. 12-1		8				67		
1-2		15				26		
2-3		5				16		
3-4		4				19		
4-5		8				19		
5-6		36				67		
6-7		100				370		
TOTAL		1931				9261		
GRAND TOTAL								

TRAFFIC COUNT TAB

Day THU Date 3/5/70

Weather FAIR

ON: S.W. BANCROFT
W. OF MACADAM

ON:

TIME \ DIR		EB				WB		
A.M. 7-8		79				64		
8-9		97				64		
9-10		32				99		
10-11		45				102		
11-12		35				89		
P.M. 12-1		52				67		
1-2		58				74		
2-3		56				90		
3-4		61				74		
4-5		69				98		
5-6		83				83		
6-7		24				52		
7-8		9				20		
8-9		7				15		
9-10		7				48		
10-11		1				7		
11-12		7				7		
A.M. 12-1		2				15		
1-2		7				5		
2-3		0				12		
3-4		2				8		
4-5		10				4		
5-6		11				5		
6-7		33				14		
TOTAL		787				1116		
GRAND TOTAL								

RECEIVED
MAR 10 1970

FOR FILING

Potter

T-50255/2

7551

EXECUTIVE DEPARTMENT

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER

March 6, 1970

Forrest Cooper
State Highway Engineer
Highway Division
Department of Transportation
Highway Building
Salem, Oregon 97310

HIGHWAY DIVISION--Portland TOPICS Projects

The three TOPICS projects listed below have been coordinated with the interested state agencies and all concur:

Oswego Highway at SW. Bancroft Street, FAP 3-I;
Cascade Highway at SE. Mill Street, FAP 41-I; and
East Burnside--SE. 96th. Avenue, Section of the
SE. Stark--SE. Washington Couplet, FAP, type II
routes and FAS 641.

These projects, when completed, will serve to improve both traffic control and safety in the City of Portland. In this connection, we understand that such modifications are made in accordance with the book Highway Design, Construction and Maintenance, Highway Safety Program Standard No. 12.

EdWesterdahl II
Edward G. Westerdahl II

NOTED
F. B. KLABOE

Young
3-10-70

RECEIVED
MAR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
FEB 9 - 1970
FOR FILING

1859

OREGON STATE
HIGHWAY DEPARTMENT

-5635(2)
7551

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 6, 1970

Columbia Region Association
of Governments
429 S.W. 4th Avenue, Suite 500
Portland, Oregon 97204

Attention: Mr. Homer Chandler,
Executive Secretary

Gentlemen:

Re: TOPICS Projects in
City of Portland

Attached for your action are one copy each of the Notices of Intent to file for federal assistance for the following TOPICS projects in the City of Portland.

E. Burnside-S.E. 96th Ave. Sec. of the
S.E. Stark-S.E. Wash. Cplt.

Oswego Highway at S.W. Bancroft Street
FAP 3

Cascade Highway at S.E. Mill Street
FAP 41

NOTED
F.B. KLABOE

As required by Executive Memorandum 01-270-02, the Notices of Intent have been sent to the State Clearinghouse for review and comment.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments
cc: R. E. Simpson, BPR
F. B. Klaboe
H. S. Cox
R. L. Schroeder
B. L. Gifford
R. N. Chase

RECEIVED
FEB 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 6 - 1970

FOR FILING

T-5625(2)
1551

February 5, 1970

State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Gentlemen:

Re. Topics Projects in Portland

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are completed Notices of Intent to apply for federal assistance for three Topics (traffic operations projects to increase capacity and safety) Projects in the City of Portland.

It is anticipated that these projects are of local interest only and that few, if any, comments will be received from the area agencies.

Our present plans call for a mid-March application for program approval from the Bureau of Public Roads.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RWE:bb

Attach.
cc: R. E. Simpson, BPR
F. B. Klaboe
H. S. Cox
R. L. Schroeder
B. L. Gifford
R. N. Chase

ATTACHMENT B

NOTICE OF INTENT

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division ..... Salem (Address)
Contact Person L. H. Young ..... 2761 (Phone)

1. **Project Location**

Administrative District 2 ..... City Portland
County Multnomah ..... Special District(s) (if applicable) .....
Other affected jurisdictions/agencies City of Portland, CRAG

2. **Federal Program**

Common Program Name Federal-Aid Topics
Authorizing Legislation Title 23 U.S.C. Highways, Sec. 135 (Public Law No. and Title)
Fed. Admin. Agency: Dept. Department of Transportation
Agency Bureau of Public Roads

3. **Estimated Project Cost**

Federal Share ☐ Loan ☒ Grant $26,400
Local Applicant Share 16,800 (City of Portland)
*State Agency Share 22,800
Other (specify) - -
TOTAL $66,000

Source of State Agency Share (if any)
General Fund - -
Other Funds (specify) .....
*Total State Agency Share $22,800

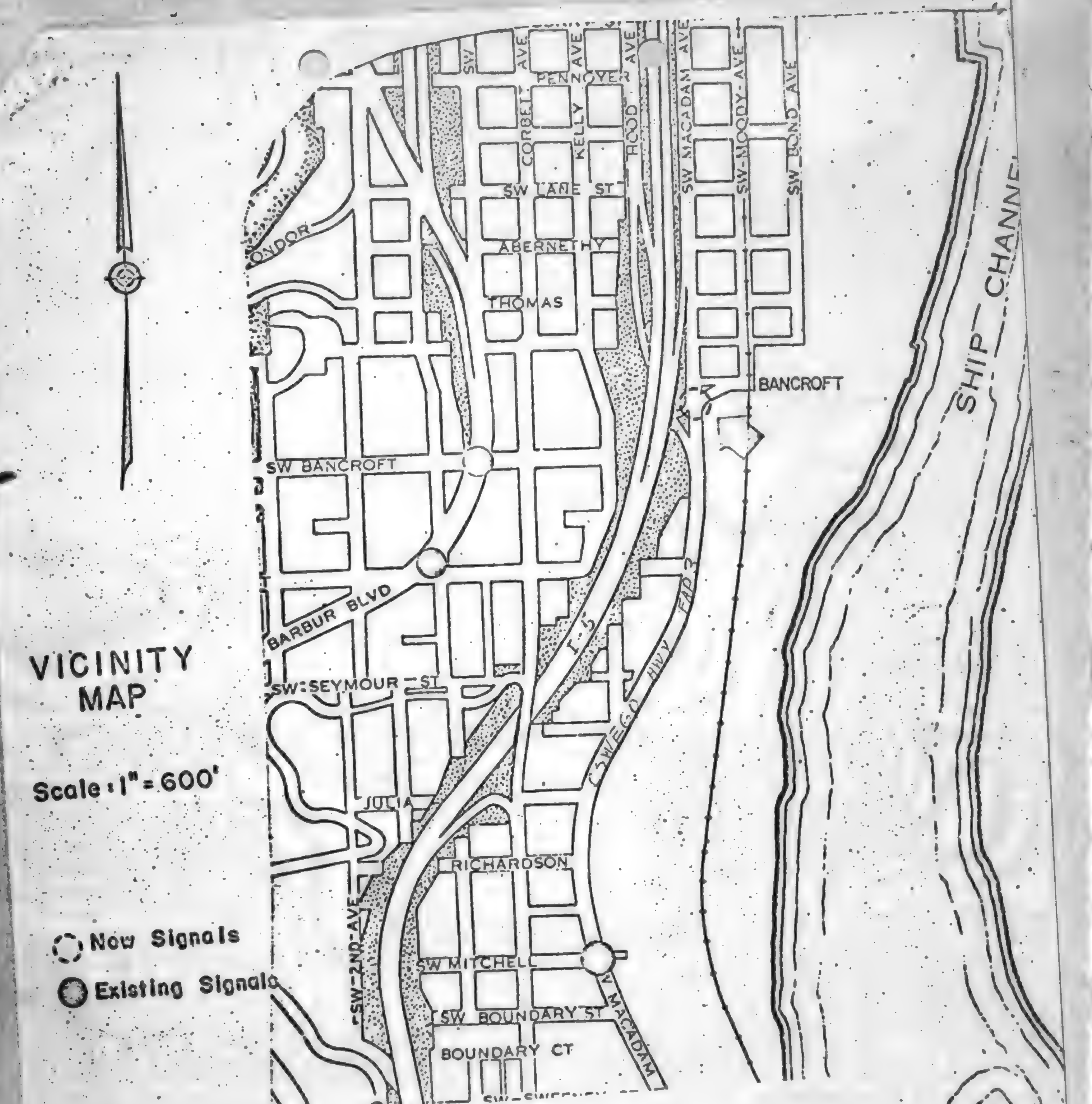
*Indicates totals should be equal.

4. **Estimated Application Filing Date** March 9, 1970

5. **Project Description** (Please use back of page, attaching supplemental sheets if necessary.)

OSWEGO HIGHWAY AT S.W. BANCROFT STREET, FAP 3, Type I
Project to consist of preliminary engineering, right-of-way acquisition, traffic control signals, signing, channelization and incidental work to increase capacity and safety of the existing facility.

-OVER-


VICINITY MAP
Scale : 1" = 600'
New Signals
Existing Signals
SW AVE
CORBETT AVE
PENNOYER
KELLY AVE
HOOD AVE
SW MACADAM AVE
SW MOODY AVE
SW BOND AVE
SW LANE ST
CONDOR
ABERNETHY
THOMAS
BANCROFT
SW BANCROFT
BARBUR BLVD
SW SEYMOUR ST
I-5
OSWEGO HWY FAP 3
JULIA
RICHARDSON
SW 2ND AVE
SW MITCHELL
SW BOUNDARY ST
BOUNDARY CT
SW MACADAM
SHIP CHANNEL

PROPOSED TOPICS PROJECT
CITY OF PORTLAND
OSWEGO HWY. at S.W. BANCROFT ST.

FORM E-20X—50M—8-66 SP*28500-784

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
February 3, 1970

SUBJECT: TOPICS Projects (3)
City of Portland
Programming

To: Mr. L. H. Young
Program & Planning Engineer
BUILDING

At the February 3 meeting, the Highway Commission approved three Federal Aid TOPICS project requests from the City of Portland.

One project is a signalization and signing project which involves installing seven new pretimed traffic control signals and revising one existing traffic control signal required to initiate the Stark Street-Washington Street Couplet in East Portland. The City of Portland and Multnomah County have recently cooperatively improved S.E. Washington Street and its connections to S. E. Stark Street between S. E. 74th Avenue and S. E. 96th Avenue to facilitate this couplet. Six signals will be required for the couplet in addition to signals on S.E. Gilham Street at S. E. 69th Avenue and East Burnside Street. Traffic control signing and striping will be included in the project. A public hearing will be required. Total cost of the project is estimated at $102,000 of which $3,500 is the estimated cost for preliminary engineering.

Another Portland project is at the intersection of S. E. 82nd Avenue (FAP 41, Type I) and S. E. Mill Street in East Portland involving the installation of a semi-actuated three-phase traffic control signal. Total cost of this project is estimated at $20,500 of which $500 would represent the preliminary engineering costs.

The third Portland project is a signalization and channelization project at the intersection of S. W. Macadam Avenue (FAP 3, Type I) and S. W. Bancroft Street. A fully actuated traffic control signal installation along with channelization will be required at this southwest Portland industrial area intersection. Traffic control signing and striping will be included in the project. Right-of-way and a public hearing will be required. Total cost of the project is estimated at $60,000 which includes: Right-of-way ($6,000 by State), and preliminary engineering ($2,500).

Would you please file the required Notices of Intent with the appropriate clearing houses and program the preliminary engineering for these projects with the Bureau of Public Roads as Federal Aid TOPICS projects.

Attached for your information and use are the following:

1. Copies of project tabulations submitted to Highway Commission.

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OFFICE OF
[illegible]

cc: F.B. Klaboe

2. Maps showing Federal Aid System in the vicinity of each project.
3. Twelve copies of the Portland Urban Area Map.
4. Twelve copies of each project location.

Richard Unrein

Richard Unrein
Urban Aid Engineer
County and City Department

RU:ljt
2/3/70
Attachments
cc: F. B. Klaboe

Hon. Lloyd E. Anderson
Commissioner of Public Works
City of Portland
1220 S. W. Fifth Avenue
Portland, Oregon 97204

NOTED
H. S. COX

February 3, 1970

Jab 10-a

Dear Mr. Anderson:

On February 3, 1970, the Oregon State Highway Commission approved the City of Portland's request for three Federal Aid TOPICS projects. Attached for your information are summaries of the projects.

We will now proceed to program the preliminary engineering for these projects with the Bureau of Public Roads. Upon receiving their approval, we will initiate the design of these projects. In the near future, we will prepare and forward to you agreements to cover the particulars for these projects.

Very truly yours,

H. S. Cox
County and City Engineer

NOTED
RICHARD UNREIN

By: Richard Unrein
Urban Aid Engineer
County and City Department

RU:ljt
Attachments

bc: F. B. Klaboe
F. B. Crandall
L. H. Young
A. E. Johnson

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

January 28, 1970

Mr. Don E. Bergstrom
Traffic Engineer
414 City Hall
Portland, Oregon 97204

Dear Don,

We will, in the near future, be programming the City of Portland's initial three TOPICS projects with the Bureau of Public Roads for approval of preliminary engineering funds. To support our submission, we will need the following information from your office:

1. A.D.T. for the proposed projects.
2. Width of the existing facilities and proposed width of facilities.
3. Information to support the projects as TOPICS Projects, such as: present problems, congestion, peak hour factors, travel speeds, delays, turning problems, etc.; and how the proposed project would alleviate these conditions and improve traffic operations.

Very truly yours,

H. S. Cox
County and City Engineer

NOTED
RICHARD UNREIN

By: Richard Unrein
Urban-Aid Engineer

RU:ljt

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HAROLD
REYNOLDSON

NOTED
R. H. PRANCE

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Noted
Oscar H. [illegible]

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January ~~[illegible]~~, 1970

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the February 3 Commission meeting will be four requests for Federal-Aid TOPICS projects. Three requests are from the City of Portland and one request is from the City of Pendleton.

The first project requested by the City of Portland is a signalization and signing project to initiate the Stark Street-Washington Street Couplet in East Portland. This project involves installing traffic control signing, installing seven new traffic control signals, and modifying one existing traffic control signal on the East Burnside-S. E. 96th Avenue Section. The TOPICS funds for this project are estimated at $102,000, of which $20,400 will be the cost to the State.

The second project is a signalization project at the intersection of the Cascade Highway (S. E. 82nd Avenue) and S. E. Mill Street in East Portland. TOPICS funds for this project are estimated at $20,500, of which $4,100 is the estimated State cost.

The other project is a signalization, signing, and channelization project at the intersection of the Oswego Highway (S. W. Macadam Avenue) and S. W. Bancroft Street in the southwest industrial area of Portland. TOPICS funds required for this project are estimated to be $60,000, of which $16,800 will be the cost to State.

The City of Pendleton is requesting that the State develop an Areawide TOPICS Plan for the Pendleton urban area which will determine TOPICS projects and their priorities. This study is estimated to cost approximately $4,000, of which $800 is the estimated cost to the State.

These four project requests have been investigated and reviewed by the Bureau of Public Roads. They are eligible for funding under the Federal-Aid TOPICS program. I recommend your approval and request authority for the Secretary to sign the agreements for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
L. H. Young
V. E. Skoog
F. B. Crandall
H. S. Cox
A. E. Johnson
L. W. Rulien
H. S. Coulter

RU:ljt sr

13

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FORM E-20 (REV. 10-69)
FOR FILING

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
January 26, 1970

SUBJECT: Proposed TOPICS Projects

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached are twelve copies of tabulations describing proposed TOPICS projects in Portland and Pendleton.

There are three proposed projects in Portland. One project is a signalization and signing project which involves eight traffic control signals required to initiate the Stark Street-Washington Street Couplet in East Portland. Total cost of this project is estimated at $102,000, of which approximately $20,400 would be the cost to the State. Of the total cost, $3,500 is the estimated cost for preliminary engineering which will be performed by the State with Federal-Aid participation.

Another Portland project is a signalization project at the intersection of S. E. 82nd Avenue (FAP 41) and S. E. Mill Street in East Portland. This project is estimated to cost $20,500 of which approximately $4,100 would be the State's share. Preliminary engineering costs for this project represent $500 of the total estimated cost.

The third Portland project is a signalization, signing, and channelization project at the intersection of S. W. Macadam Avenue (FAP 3) and S. W. Bancroft Street. This project will require additional right-of-way (estimated $6,000) and according to our Policy and Procedure would be provided by the State. Total cost of this project is estimated at $60,000, of which approximately $16,800 will be the cost to the State. Preliminary engineering accounts for $2,500 of the total estimated cost.

The City of Pendleton is requesting that State forces develop an Areawide TOPICS Plan for the Pendleton Urban Area. This is similar to the Ontario and Medford Plans and is estimated to cost $4,000, of which approximately $800 would be the cost to the State. The City has signed a letter-form agreement for this study and we have received their advance deposit of $800.

These projects have been reviewed with the BPR and are eligible for the use of TOPICS funds. The total TOPICS funds required is estimated at $186,500; of this amount, $42,100 will be the cost to the State.

If satisfactory, these projects should be presented to the Highway Commission for approval at the February 3 meeting. A draft of a suggested letter to the Commission is attached.

Richard Unrein

Richard Unrein
Urban-Aid Engineer
County and City Department

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JAN 26 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RU:ljt
Attachments

CITY OF PORTLAND
PROPOSED TOPICS PROJECT (1970 Funds)

Oswego Highway (FAP 3, Type I) at S. W. Bancroft Street. Traffic control signal, signing, and channelization, $60,000.

Install fully actuated traffic control signal, signing, and channelization at the intersection of Oswego Highway (S. W. Macadam Avenue) and S. W. Bancroft Street. Additional right-of-way required.

Public hearing required.

State to provide right-of-way. ($6,000)

Federal-Aid participation for this project will involve both preliminary engineering and construction costs.

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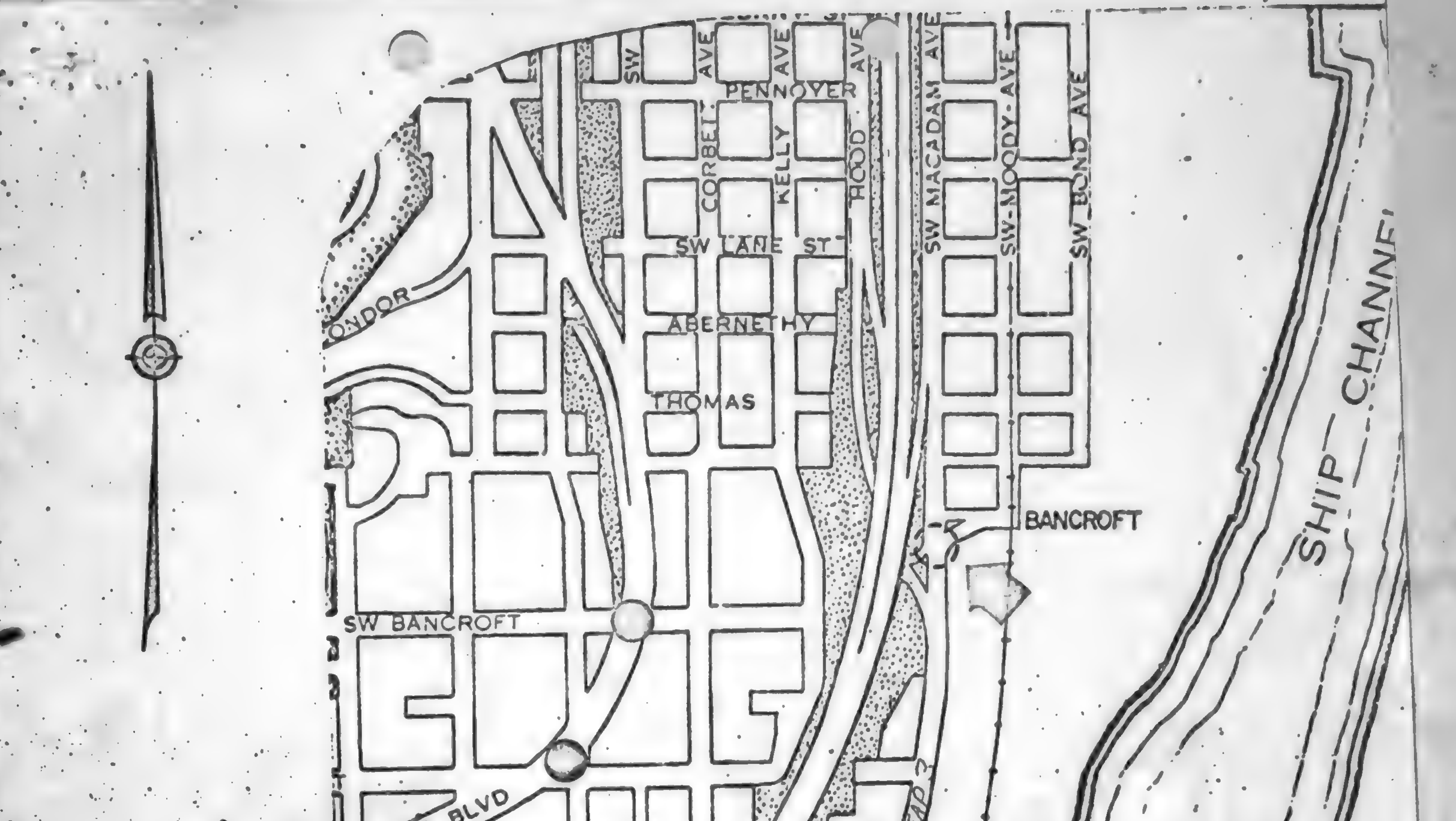
VICINITY MAP
Scale : 1" = 600'
◌ New Signals
● Existing Signals
SW
PENNOYER
CORBETT AVE
KELLY AVE
HOOD AVE
SW MACADAM AVE
SW MOODY AVE
SW BOND AVE
SW LANE ST
ONDOR
ABERNETHY
THOMAS
BANCROFT
SW BANCROFT
BARBUR BLVD
SW SEYMOUR ST
I-5
OSWEGO HWY FAP 3
SHIP CHANNEL
JULIA
RICHARDSON
SW MITCHELL
SW 2ND AVE
SW BOUNDARY ST
BOUNDARY CT
SW MACADAM
SW SWEENEY ST

PROPOSED TOPICS PROJECT
CITY OF PORTLAND
OSWEGO HWY. at S.W. BANCROFT ST.

SUMMARY, TOPICS FUNDS → Center
FISCAL YEAR 1970 PROJECTS

City	Section	Programmed Amount	State Cost
Portland	E. Burnside-S.E. 96th Avenue Section S.E. Stark-S.E. Washington St. Couplet Signals and signing	$ 102,000	$20,400
Portland	Cascade Highway @ S.E. Mill Street Signal	20,500	4,100
Portland	Oswego Highway @ S.W. Bancroft Street Signal, signing, and channelization	60,000	16,800
Pendleton	Pendleton Urban Area Areawide TOPICS Plan	4,000	800
	Total New Projects	$ 186,500	$42,100

SUMMARY BY FISCAL YEARS	1970	Total
Allocated Funds	$2,743,000	$2,743,000
Approved Projects (corrected to date)	177,000	177,000
Unprogrammed Balance	$2,566,000	$2,566,000
Projects Proposed 2/3/70	186,500	186,500
Unprogrammed Balance	$2,379,500	$2,379,500

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~~1/23/70~~

CITY OF PORTLAND
PROPOSED TOPICS PROJECT (1970 Funds)

Oswego Highway (FAP 3, Type I) at S. W. Bancroft Street. Traffic control signal, signing, and channelization, $60,000.

Install fully actuated traffic control signal, signing, and channelization at the intersection of Oswego Highway (S. W. Macadam Avenue) and S. W. Bancroft Street. Additional right-of-way required.

Public hearing required.

State to provide right-of-way. ($6,000)

Federal-Aid participation for this project will involve both preliminary engineering and construction costs.

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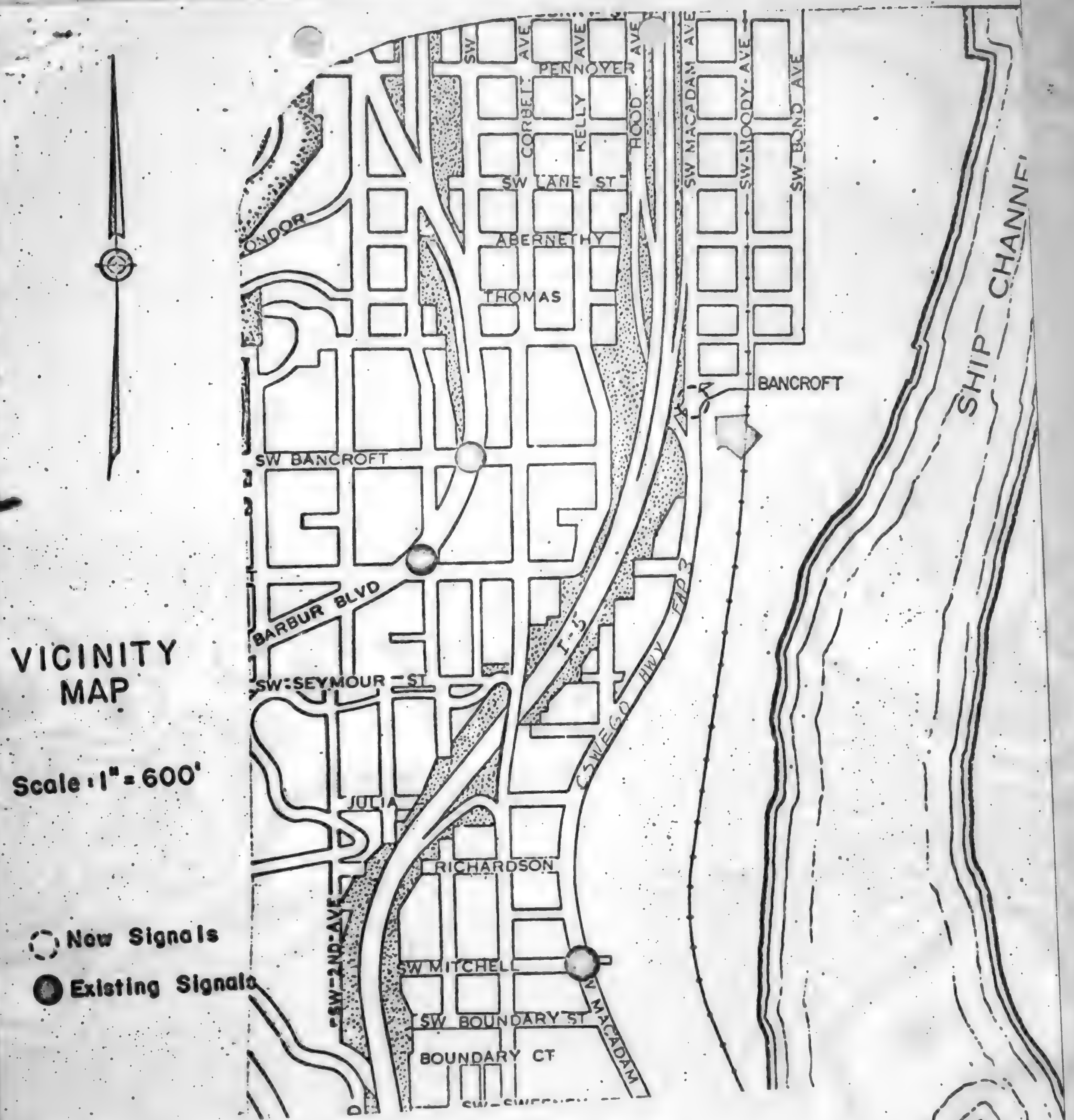
1/23/70


SW CORBETT AVE
SW KELLY AVE
SW HOOD AVE
SW MACADAM AVE
SW MOODY AVE
SW BOND AVE
PENNOVER
SW LANE ST
ABERNETHY
THOMAS
CONDOR
BANCROFT
SW BANCROFT
BARBUR BLVD
SW SEYMOUR ST
I-5
OSWEGO HWY FAP 3
JULIA
RICHARDSON
SW MITCHELL
SW MACADAM
SW BOUNDARY ST
BOUNDARY CT
SW SWEENEY
SW 2ND AVE
SHIP CHANNEL
○ New Signals
● Existing Signals

VICINITY MAP

Scale: 1" = 600'

PROPOSED TOPICS PROJECT
CITY OF PORTLAND
OSWEGO HWY. at S.W. BANCROFT ST.

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FOR FILE

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

T-5025([illegible])
7551

January 26, 1970

Mr. Don E. Bergstrom
Traffic Engineer
414 City Hall
Portland, Oregon 97204

Dear Don;

The three TOPICS project requests submitted by the City of Portland on December 30, 1969, will be presented to the Highway Commission at the February 3, 1970 Commission meeting for approval. The following is our total estimated cost of these three projects:

1.	Stark-Washington Couplet	$102,000
2.	82nd Avenue at Mill Street	20,500
3.	Macadam Avenue at Bancroft Street	60,000
	TOTAL	$182,500

Very truly yours,

H. S. Cox
County and City Engineer

By: Richard Unrein
Richard Unrein
Urban-Aid Engineer

RU:ljt
~~cc~~: F. B. Klaboe

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JAN 26 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 10-69

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1970

SUBJECT: TOPICS Project Requests
City of Portland
Cost Estimates

To: Mr. Richard Unrein
Urban Aid Engineer
County-City Division

Reference is made to your January 13 letter requesting review and cost estimates for three TOPICS project requests from the City of Portland. Cost estimates are outlined below:

STARK-WASHINGTON COUPLET

It is understood that the signing will be done by the City. We have not provided any engineering money for this item. Our cost estimate is as follows:

Item	Estimated Cost	
Signals		
Prelim. Engineering	$ 3,500	
Installation	81,000	
Engr. & Contingencies	11,500	
Total		$ 96,000
Signing		6,000
Grand Total		$102,000

82nd AVENUE at MILL STREET

It is doubted that this is eligible as a TOPICS project, but this is a matter for BPR decision. The estimated cost for the

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ENGINEER
COUNTY & CITY DIVISION

NOTED

three-phase, semi-actuated traffic signal is:

Item	Estimated Cost
Preliminary Engineering	$ 500
Installation	17,500
Engr. & Contingencies	2,500
Total	$20,500

MACADAM AVENUE at BANCROFT STREET

The estimated cost of this channelization and signalization project is:

Item	Estimated Cost
Prelim. Engineering	$ 2,500
Channelization	17,500
Signal Installation	27,000
Engr. & Contingencies	7,000
Total	$54,000

If you need any further information, please advise.

Tom Edwards

Tom Edwards
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall

NOTED
H. S. COX

January 22, 1970

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JAN 23 1970
ENGINEER
COUNTY & CITY DIVISION

Richard Unrein
Urban Aid Engineer
County-City Division
BUILDING

TOPICS Project Requests
City of Portland
Cost Estimates

Reference is made to your January 13 letter requesting review and cost estimates for three TOPICS project requests from the City of Portland. Cost estimates are outlined below:

Stark-Washington Couplet:

It is understood that the signing will be done by the City. We have not provided any engineering money for this item. Our cost estimate is as follows:

With Fed. Funds but installed by State or City on force Account.

Item	Estimated Cost	
Signals		
Prelim. Engineering	$ 3,500	
Installation	81,000	
Engr. & Contingencies	11,500	
Total		$96,000
Signing		6,000
Grand Total		$102,000

8,000
11,500
6,000
$98,500

82nd Avenue @ Mill Street:

It is doubted that this is eligible as a TOPICS project, but this is a matter for BPR decision. The estimated cost for the three-phase, semi-actuated traffic signal is:

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
TRAFFIC CONTROL
ENGINEER

NOTED

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ENGINEER
COUNTY & CITY DIVISION

Item	Estimated Cost	
Prelim. Engineering	$ 500	PE
Installation	17,500	20000 const
Engr. & Contingencies	2,500	
Total	$20,500	Total

Macadam Avenue & Bancroft Street:

The estimated cost of this channelization and signalization project is:

Item	Estimated Cost	
Prelim. Engineering	$ 2,500	PE
Channelization	17,500	57,500 const.
Signal Installation	27,000	
Engr. & Contingencies	7,000	
PE	6,000	
Total	$54,000	
	[illegible]	

If you need any further information, please advise.

Very truly yours,

VPJ:jl

bc: Forrest Cooper
R. L. Porter
V. D. Wolfe
F. B. Crandall

99- 228 -6[illegible]1)

Section	P.E.	R/W	Constr.	Total	State
Stark– Wm Coupl[illegible]	$3,500	—	$98,500	$102,000	$20,100
Rend & Mill	500	—	20,000	$20,500	4,100
Macadam & Barrett	2,500	6,000	51,500	$60,000	$16,800
Pendleton	$4,000	—	—	$4,000	820
	$10,500	$6,000	$170,000	$186,500	$42,100

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

BUREAU OF TRAFFIC ENGINEERING
D. E. BERGSTROM
TRAFFIC ENGINEER

CITY OF PORTLAND
OREGON
97204
420 S.W. MAIN ST.—PHONE 228-6141, EXT. 356

NOTED
H. S. COX

January 12, 1970

RECEIVED
JAN 21 1970
ENGINEER
COUNTY & CITY DIVISION

Mr. Richard Unrein, Urban-Aid Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Unrein:

For your information and as a supplement to the three TOPICS projects which we have submitted, we are in the process of developing a priority rating for our Type II System. The rating system is based on accident costs and delay costs and is broken into sections corresponding to the sections in the Metropolitan Transportation Study. This data is presently on punch cards and after some minor adjustments will be ready for use.

It is anticipated that our Type II System will be in priority order, completely studied, and ready to go within 18 months.

We have considered the possibility of handling the engineering, inspecting, and contracting of the first three projects and feel it best if the State would handle this phase of the work.

Sincerely,

D. E. Bergstrom

D. E. BERGSTROM
Traffic Engineer

file T. 5025(2)

NOTED
[illegible]

RCS:ba

cc: F.B. Klaboe
L.H. Young
F.B. Crandall
A.E. Johnson

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

RECEIVED
JAN 7 1970
ENGINEER
COUNTY & CITY DIVISION

TOPICS PROJECT REQUEST

Date Dec. 10, 1969

Name of City Portland, Oregon
Major Street Name S.W. Macadam Ave.
Section Name Ross Island Bridge to S.W. Mitchell St.

Location of Project (Attach sketch map) Length
On Which System? Primary I X Primary II X or Secondary

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: ; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, please attach documentation and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction?
Explain S.W. Macadam Avenue is a State Federal Aid Primary

Describe Project Signalization of this intersection is necessary to provide Traffic control for ingress and egress to the Industrial Area East of S.W. Macadam Ave.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Location: S.W. Macadam Avenue & S.W. Bancroft Street

2. Type: a. Traffic Control
   1. Pretimed
   2. Traffic-actuated
      (a.) Full traffic-actuated X
      (b.) Semi-traffic-actuated
      (c.) Volume density-actuated
      (d.) Pedestrian actuated X

Footnotes:

T-1-69

b. Flashing Beacon ______
c. Caution ______
d. Drawbridge ______
e. Lane-direction ______
f. Other ______

3. Number of Phases:
a. Two ______
b. Three X
c. Multiple ______

4. Is interconnection for coordination necessary? No Remarks: ______

If so, by cable or leased telephone line? ______

5. Type of Suspension:
a. Mast Arm X
b. Span Wire ______
c. Signal Bridge ______

6. Paint Color Desired: Aluminum

7. Present Signalization: ______

8. Other Remarks: ______

II. ILLUMINATION DATA: (Eligible only when included as a priority project in approved TOPICS PLAN)

1. Location: ______

2. Type:
a. Mercury Vapor ______
b. Fluorescent ______
c. High-pressure Sodium ______
d. Incandescent ______

3. Luminaire Distribution Type and Classification:
a. I ______
b. II ______
c. III ______
d. IV ______
e. V ______

Footnotes:

4. Luminaire Wattage:
a. 175 ______
b. 250 ______
c. 400 ______
d. 700 ______
e. 1000 ______

5. Luminaire Spacing: ____________________

6. Maintained Intensity: ____________________

7. Uniformity Ratio: ____________________

8. Proposed Mounting Height:
a. 30 ft. ______
b. 40 ft. ______
c. 45 ft. ______
d. 50 ft. ______

9. Pole Type:
a. Wood ______
b. Steel ______
c. Aluminum ______

10. Operating Voltage:
a. 120 ______
b. 240 ______
c. 480 ______
d. Series ______

11. Type of Wiring:
a. Overhead ______
b. Underground ______

12. Present Illumination: ____

____

____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: On S.W. Macadam Avenue serving Industrial Area between S.W. Macadam Avenue and the Willamette River.

2. Desired Work: Concrete Island as shown on plan and painted Channelization.

3. Typical Section: ______

4. Curbs? yes If so,
   a. Type Desired: (Standard, monolithic, rolled, or special) Standard
   b. Exposure 6 inches
   c. Width between curbs Various ft.
   d. Desired curb radius See Plan ft.

5. Surfacing: A.C. X P.C.C. ______ Oil ______ Other ______

6. Present Typical Section and Surfacing: A.C. Paving

7. Traffic Control Signing:
   a. To be part of project? Yes
   b. By City? X c. By State at City Expense? ______
   (NOTE: These signs must be in place prior to BPR acceptance.)

8. Striping:
   a. To be part of project? Yes
   b. By City? ______
   c. By State at City Expense? X
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind.)
   a. Length 180 ft.
   b. Width 10 ft.
   c. Type Combination
   d. Location: See Plan

Footnotes:

IV. STRUCTURE DATA:

1. Location: ______________________________

2. Desired Work: ______________________________

3. Name of Structure: ______________________________

4. Name of Stream, Street or Facility being Spanned: ______________

5. Desired Roadway Width of Structure: ______________ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? ______ Width? _____ft. Location __________

7. Is a particular type of structure and design desired? __________
Explain: ______________________________

8. Can street be closed during construction? ______________

9. Detour:
   a. Required? ______
   b. By City? ______
   c. By Contractor? ______

10. Approaches or Connections:
    a. By City? ______
    b. By Contractor? ______
    c. Traveled surface: Type __________
       Width __________ ft.
    d. Shoulders: Type __________
       Width __________ ft.

11. Existing Structure:
    a. Remain in Place? ______
    b. Use for Detour? ______
    c. Removed by City? ______
    d. Removed by Contractor? ______
    e. Salvaged by Contractor for City? ________

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? ______
  a. By City? ______
  b. By Contractor? ______

13. Will any of the following utilities be attached to the structure?
  a. Water Mains: ______ Size: ______
    Owner: ______
  b. Sanitary Sewer Mains: ______ Size: ______
    Owner: ______
  c. Storm Sewer: ______ Size: ______
    Owner: ______
  d. Gas Mains: ______ Size: ______
    Owner: ______
  e. Power Lines: ______
    Owner: ______
  f. Telephone Lines: ______
    Owner: ______
  g. Other Utilities: ______
  ______

14. Does City wish provisions made for future utility attachment to structure? ______ Explain: ______
______

15. Does City wish lightpost bases and conduit installed? ______

16. Are there any unusual or complicating conditions? ______
Explain: ______
______

17. Describe Existing Structure: ______
______
______
______

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA:

1. What is general width of existing right-of-way? See Plan ft.
   a. Maximum: ______ ft.
   b. Minimum: ______ ft.

2. Will additional right-of-way be needed? Yes Explain: Additional Right-of-way is necessary for the North Bound Right Turn movement.

3. Shall State prepare right-of-way descriptions? Yes

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: ______

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: ______

8. Are utilities on existing right-of-way by? Permit X or Franchise ______ (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner ______, and dates between which water can be turned off:
   From ______ To ______ Location: ______

10. Are there any railroad crossings? No Location: ______

Footnotes:

a. Name of Railroad ________________________
b. Number of tracks: Mainline _____ Siding _____ Total _____
c. Sight Distance (1.) (Direction) ________ Distance _____ft.
(2.) (Direction) ________ Distance _____ft.
d. Number of Trains: (1) Passenger ________ Speed ______mph
(2) Freight ________ Speed ______mph
e. Angle of Intersection: ________________________
f. Type of Existing Crossing: (1.) Grade ____________
(2.) Overcrossing ____________
(3.) Undercrossing ____________
g. Existing Protection: (1.) Advance warning signs ________
(2.) Automatic flasher ________
(3.) Automatic bell ________
(4.) Gates ________
(5.) Stop signs ________
(6.) Crossbucks ________
(7.) Other ________
h. Proposed Type Crossing and Protection: ____________
____
i. Are there to be stopping lanes for buses and trucks? ____
j. Will crossing be altered to the extent that will require a P.U.C. hearing? ______
(1.) Does City wish State to prepare P.U.C. hearing data? ______
(2.) Will P.U.C. application be made by? State ______
City ______
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: ________________________
____

VI. **FINANCIAL DATA:**

1. Available total TOPICS Funds: $ 1,000,000.00
2. Estimated Cost of Requested Project $ 37,500
3. Date Match Money is Available: July 1, 1969
4. Will there be any 100% City money? No
5. Maximum Amount of 100% City Money: $ None

Footnotes:

6. Other Remarks: ______________________________

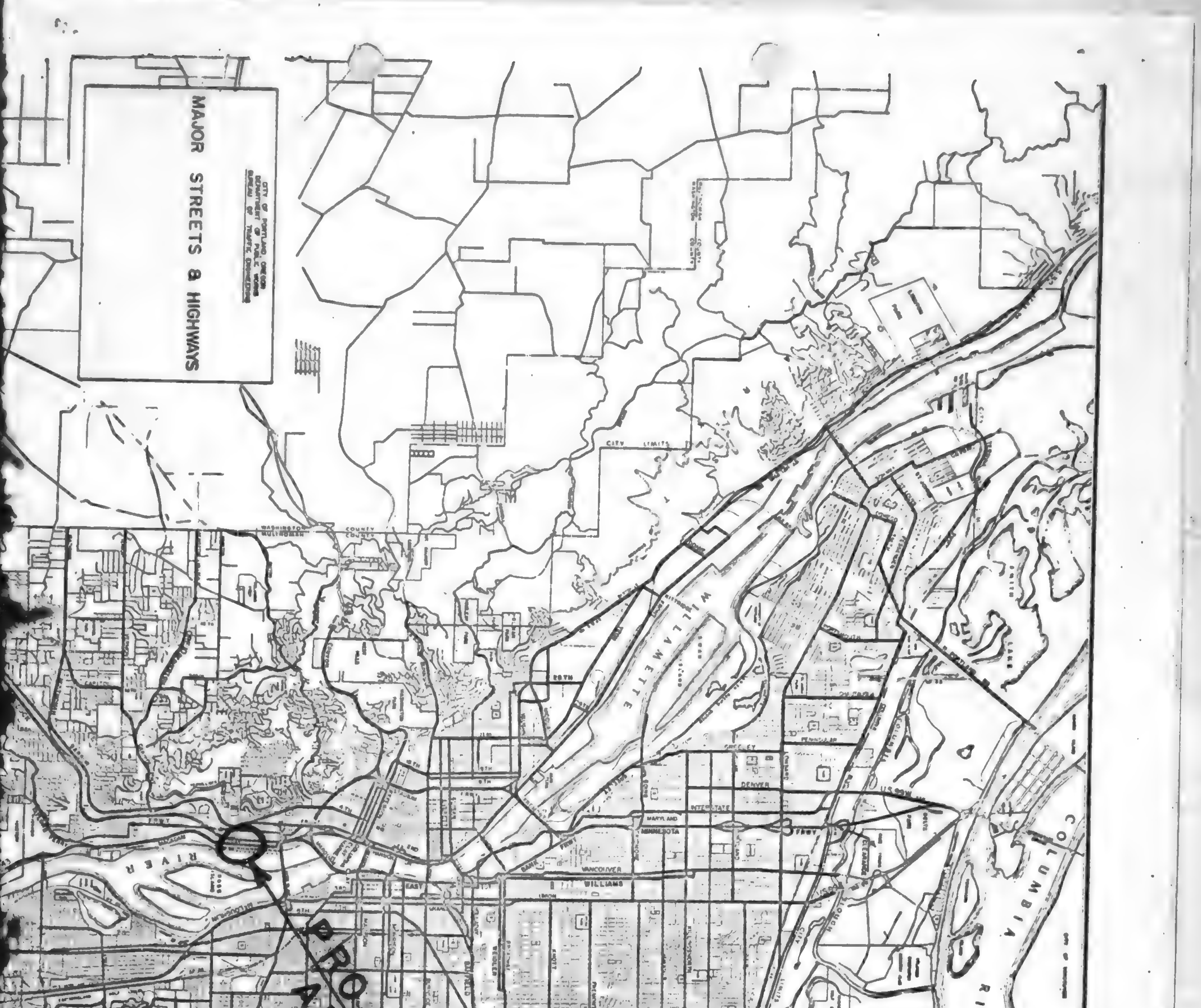
This application is not complete unless a sketch map showing the location of the project is attached.

The Portland City Council on the 24th day of September, 19 69, adopted Resolution No. ______ or Ordinance No. 129786, as the case may be, requesting this TOPICS project.

By ______________________

By ______________________

T-1-69

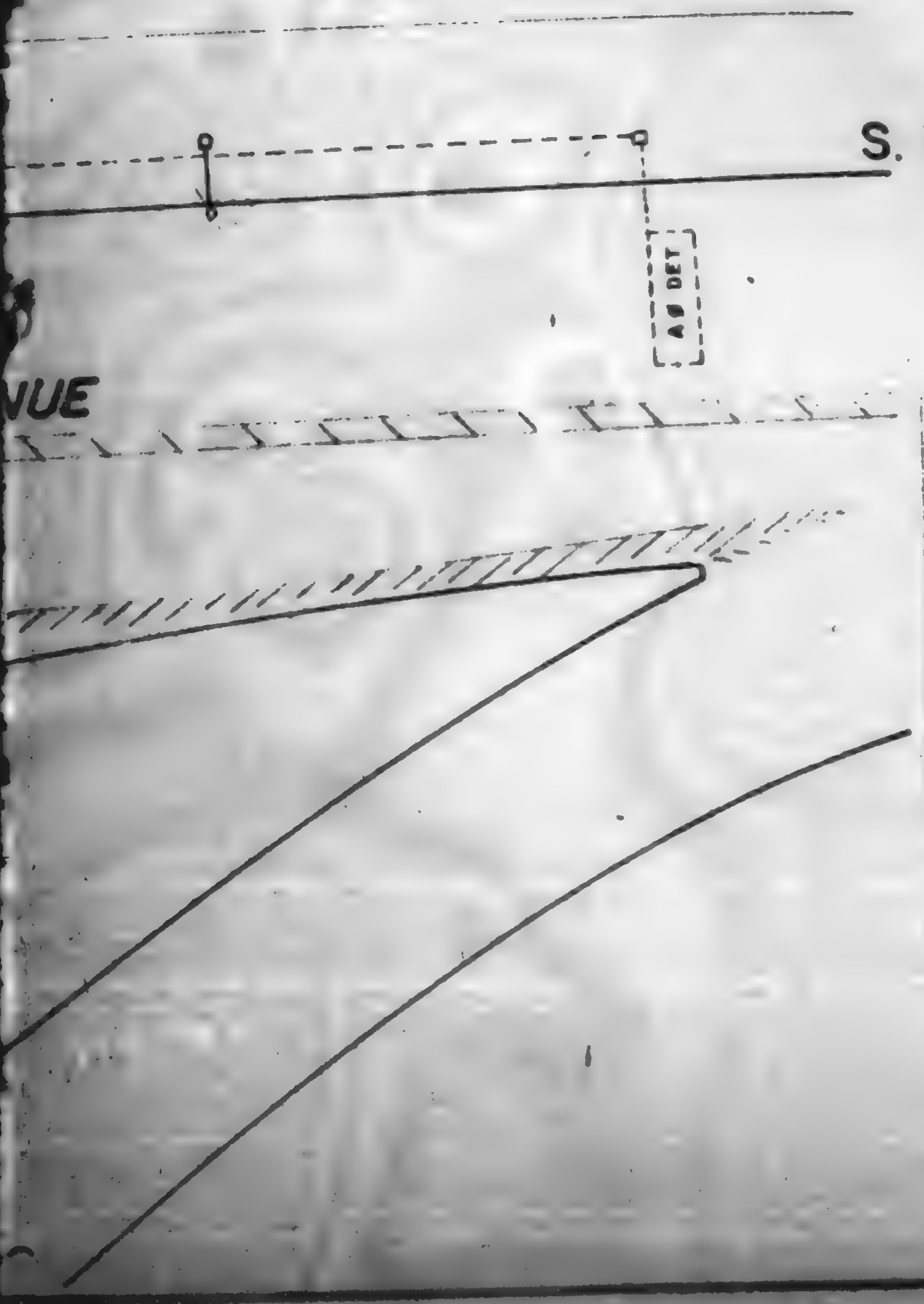

PORTLAND
OREGON
MAJOR STREETS & HIGHWAYS
CITY OF PORTLAND OREGON
DEPARTMENT OF PUBLIC WORKS
BUREAU OF TRAFFIC ENGINEERING
PROJECT AREA
WILLAMETTE
RIVER
COLUMBIA
RIVER
CITY LIMITS
WASHINGTON COUNTY
MULTNOMAH COUNTY
WILLIAMS
VANCOUVER
DENVER
INTERSTATE
MINNESOTA
MARYLAND

RECEIVED
JAN 7 1970
ENGINEER
COUNTY & CITY DIVISION

SIGNALIZATION PLAN
S. W. MACADAM AVENUE AND S. W. BANCROFT STREET

JUNE 1969

SCALE 1" = 30'-0"



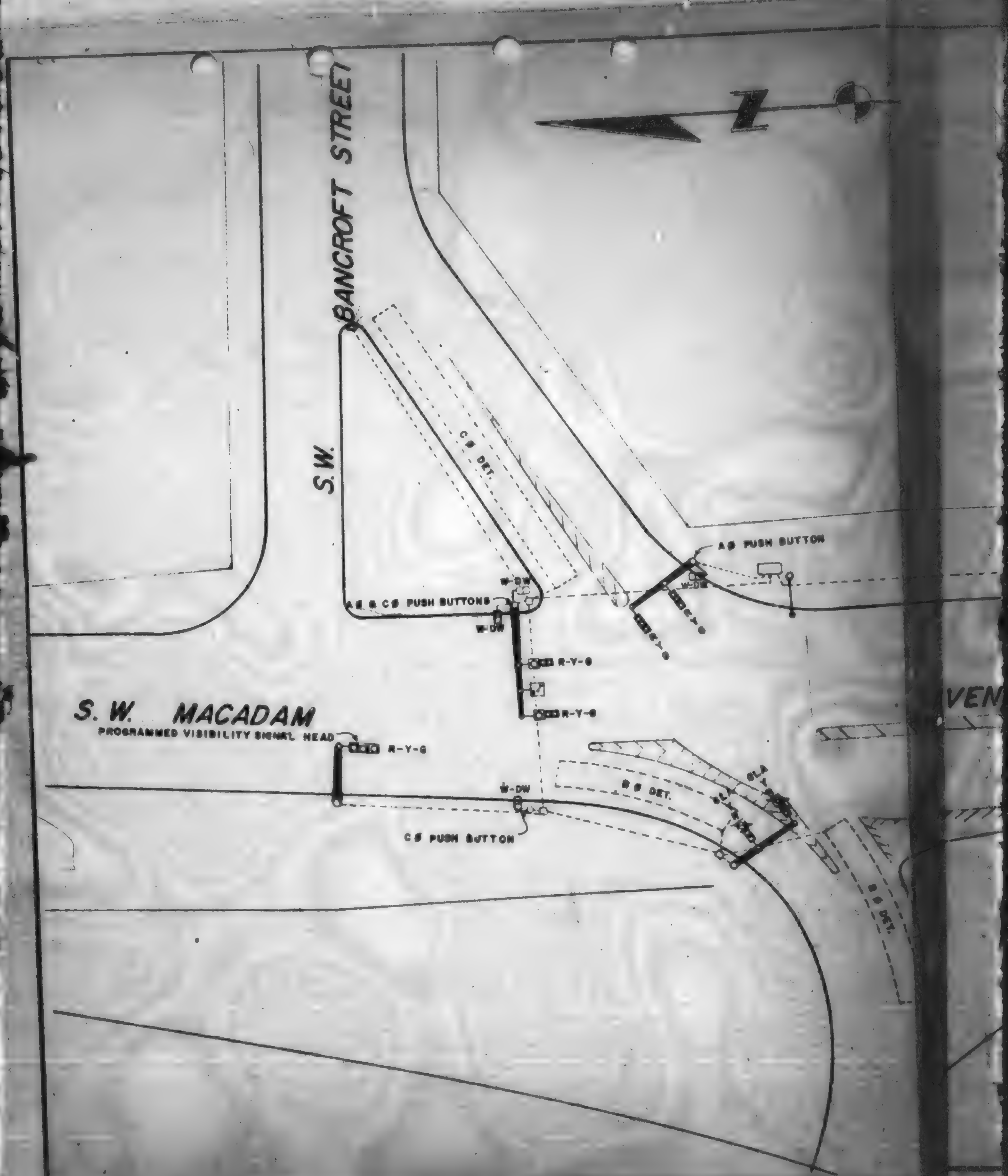
Revisions

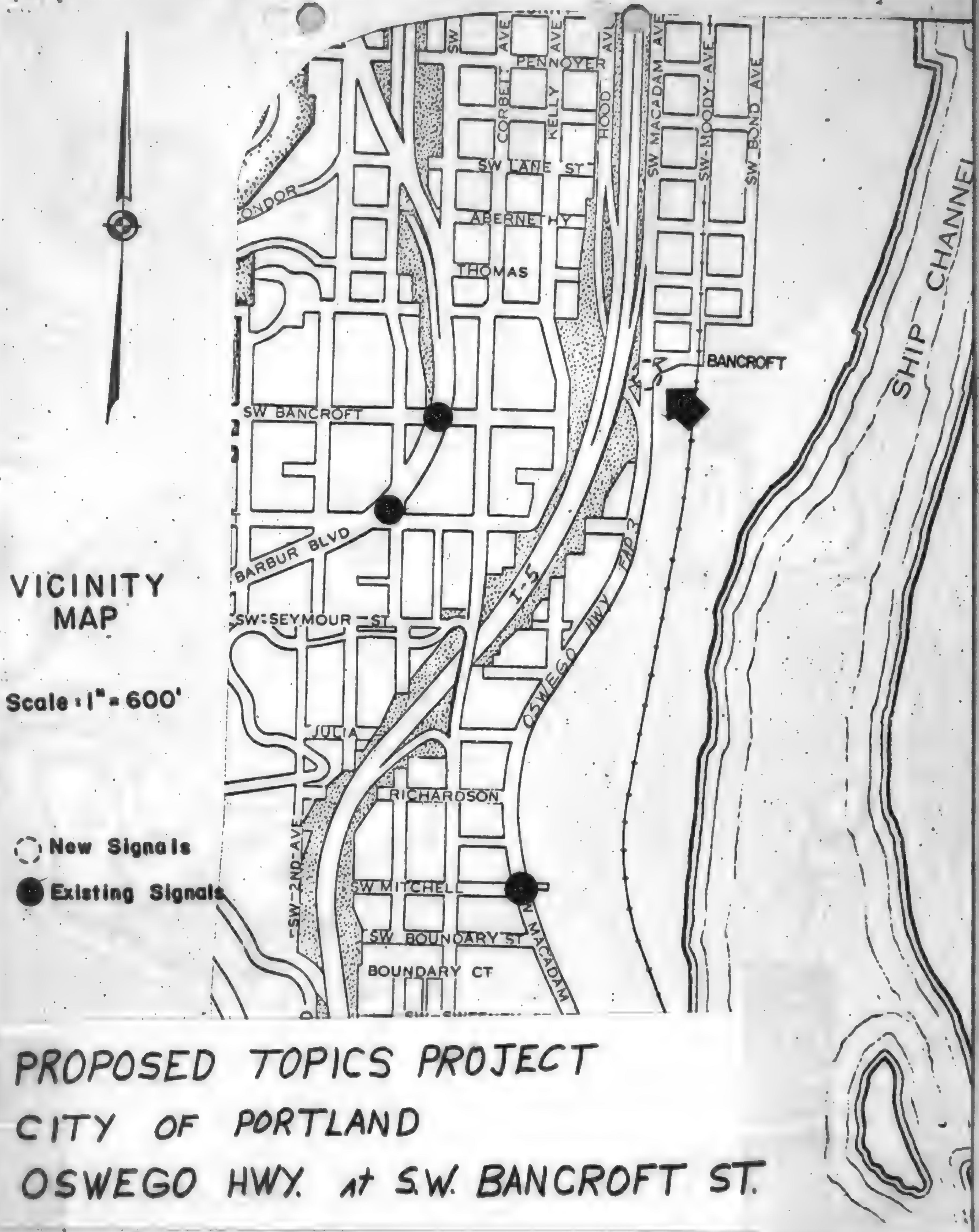
Date	Description

APPROVED ____________________
City Traffic Engineer

DATE ____________________

PL-5-197 M (3)


N
S.W. BANCROFT STREET
C Ø DET.
A Ø PUSH BUTTON
W-DW
R-Y-G
R-Y-G
A Ø & C Ø PUSH BUTTONS
W-DW
W-DW
R-Y-G
R-Y-G
S.W. MACADAM
PROGRAMMED VISIBILITY SIGNAL HEAD
R-Y-G
W-DW
C Ø PUSH BUTTON
B Ø DET.
ØLA
Y
ØLA
Y
B Ø DET.
AVEN


VICINITY MAP
Scale: 1" = 600'
○ New Signals
● Existing Signals
SW CORBETT AVE
PENNOYER
KELLY AVE
HOOD AVE
SW MACADAM AVE
SW MOODY AVE
SW BOND AVE
SW LANE ST
CONDOR
ABERNETHY
THOMAS
BANCROFT
SW BANCROFT
BARBUR BLVD
SW SEYMOUR ST
I-5
OSWEGO HWY FAP 3
JULIA
RICHARDSON
SW 2ND AVE
SW MITCHELL
SW MACADAM
SW BOUNDARY ST
BOUNDARY CT
SW SWEENEY ST
SHIP CHANNEL

PROPOSED TOPICS PROJECT
CITY OF PORTLAND
OSWEGO HWY. at S.W. BANCROFT ST.

RECEIVED
MAY 7 - 1969

FOR FILING
T-5025(2)
7551

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
May 6, 1969

To: A. E. Johnson
Metropolitan Engineer
PORTLAND

SUBJECT: Proposed Traffic Improvements
Macadam Avenue (Oswego Highway)
at Bancroft Street
Portland

I have reviewed with Mr. Edwards the City of Portland's proposed plan involving the intersection of Southwest Macadam Avenue and Bancroft Street. Attached is a sketch plan indicating a slightly revised layout as compared to that which your office sent in. The revisions have been made in an attempt to reduce to a minimum possible head-on conflict. The traffic signal should be three-phased in order to further reduce possible conflict.

Will you please contact the City and review our proposed plan with them. The project should be implemented under the "TOPICS" Program as requested by Mr. Bergstrom. One item that should be discussed with the City is the possibility of revising the curb line in the area where the jiggle bar island now exists such that a tapered transition section can be achieved.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Assistant Traffic Engineer

LEG:mk
Attachment
cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
MAY 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 80M 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 22, 1969

SUBJECT: Proposed Traffic Improvements
Macadam Avenue (Oswego Highway) at
Bancroft Street
Portland

To:
Tom Edwards
Assistant State Highway Engineer
BUILDING

There is attached various material from Al Johnson recommending improvements at the above location. The need for these improvements is brought about by the City's improvement of Moody Avenue and Bancroft Street.

It is believed that Mr. Johnson's Plan 3, as modified by our velum overlay, would be in order. This involves certain curb construction on Macadam Avenue and the installation of two-phase, fully-actuated signals.

The cost of construction on Macadam Avenue, plus necessary right-of-way, is estimated to be $9,100 and it is recommended that the State assume this cost. The signal installation is estimated to be $12,500 and it is recommended that this be shared equally between the City and the State. The City will also have considerable work to be done in the realignment of Bancroft Street. Mr. Bergstrom recommends that this be made a TOPICS project, but it is our recommendation that we proceed on the above basis.

A number of other points are also included in Mr. Johnson's letter. I concur in all of them except Item No. 5 concerning additional illumination on Hood Street. It is believed that this should be the responsibility of the City.

If you approve of the recommendations, I will prepare a draft to the City outlining our thoughts.

L. E. George

L. E. George
Assistant Traffic Engineer

VPJ:ji
Attachments

RECEIVED
APR 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

April 8, 1969

RECEIVED
APR - 9 1969
TRAFFIC ENGINEERING

SUBJECT: Traffic Conditions
Macadam Avenue
Vicinity of Bancroft St.

To: Mr. F. B. Crandall
Traffic Engineer
Salem

Attention: Mr. L. E. George

About a year ago Commissioner Bowes requested that I attend a meeting in his office, at which time various businessmen in the area of Macadam Avenue and S. W. Moody Avenue presented complaints regarding both State highway and City streets. They presented some suggestions on revisions to stop signs, etc., in order to permit truck traffic from the freeway to be free-flowing onto Sheridan Street and S. W. Moody Avenue. Mr. Don Bergstrom proceeded with an investigation to determine whether or not such a change in the traffic pattern would be feasible, and since this involves City streets only, no further action is required by the Highway Department.

The items that were presented which affected State highways were as follows:

1. It was their request that a planned improvement of S. W. Moody Avenue would result in this street's being used as an alternate to Macadam Avenue by traffic destined for Lake Oswego and south. Therefore, it was their request that a portion of the expense of the proposed improvement be shared by the State Highway Department. It was explained in this meeting that the City had already inquired as to State participation and had been advised that since Moody Avenue was not on the highway system, participation by the State Highway Department was not possible.

2. It was requested that the Highway Department provide several pedestrian overpasses across the freeway, thus allowing employees and other pedestrians to enter the industrial area along Macadam-Moody Avenue from the bus line on Corbett Street without "walking to Salem or Seattle to do so." Investigation has determined that to provide a pedestrian overpass in this location would involve an estimated expenditure of $15,000 for right of way and $115,000 for construction costs for a total of $130,000. Mr. Don Bergstrom conducted a survey of business establishments in the area determining the number of employees, the number of employees driving

NOTED
TRAFFIC CONTROL
ENGINEER

to work in cars, the number of employees riding in buses, and the number of employees walking. The results of this questionnaire indicated that there would be little use for pedestrian overpasses and that improved bus service to the area might be desirable. I propose to advise Mr. Bergstrom and Commissioner Bowes that we are not in a position to provide pedestrian overpasses at this location, and would seek your concurrence.

3. There was considerable concern regarding the southbound Hood Street connection to Macadam Avenue where Hood Street was constructed under I-5 Freeway for access to Macadam Avenue. At the present time there is a single-lane access to Macadam northbound. The contingent requested that a landscaped island be deleted and a two-lane facility constructed at this point. They also requested that an actuated signal light at this location be installed to facilitate the crossing of Macadam, especially in view of the improvement of Bancroft Street which would be a part of the Moody Avenue improvement.

4. It was requested that the off-ramp from I-5 to Macadam Avenue north of Bancroft Street be redesigned to two lanes to allow trucks and autos to enter Moody Avenue industrial area via Abernathy Street. This would involve cutting back the island between the off-ramp and Macadam Avenue in order to permit a right-hand turn. They also requested a contact-operated traffic signal at this location to facilitate the right turn movement into Abernathy Street. It is our opinion, and Mr. Bergstrom concurs, that this is not a feasible plan and this request should be denied.

5. It was also requested that lighting be installed where Hood Street crosses under I-5 Freeway. Investigation by Mr. Dennis Peterson has revealed that there are luminaire units every 100 feet on the east side throughout the length of Macadam Avenue. Hood Avenue is lighted southerly as far as Lane Avenue. This results in a 0.3 mile section, including the undercrossing south from Lane Avenue, which is not lighted. This gap in the lineal lighting coupled with the sharp curved alignment and intersection conditions is considered undesirable by Mr. Peterson, and in this I concur. It is recommended that an illumination plan for this section be developed and installed.

Since the above-mentioned meeting, a contract has been awarded for the improvement of Moody Avenue and Bancroft Street terminating at Macadam Avenue. Consultation with Mr. Don Bergstrom revealed that the improvement of Bancroft Street would result in an offset intersection for traffic entering from Hood Street destined easterly on Bancroft Street. In October, 1968, Mr. Bergstrom prepared a signalization plan utilizing a three-phase signal for an offset intersection at an estimated cost of approximately $15,000. Copies of this plan and estimate are attached herewith. Subsequent to this Mr. Peterson developed a plan utilizing additional right of way at S. W. Bancroft Street which would provide a more direct crossing of Macadam and would result in the use of a two-phase signal instead of a three-phase. This is indicated as Plan 3 which is enclosed. The signalization involved was reviewed by Mr. Don Bergstrom, who also prepared an estimate of approximately $12,500. The additional right of way has been estimated at $5,600. Estimated cost of construction involved in revising the interchange is $3,500. This does not include any cost involved on S. W. Bancroft Street east of Macadam Avenue. Additional cost for this would result in a total estimated cost of approximately $30,000. Copies of Mr. Bergstrom's estimate for the signalization are also enclosed. Under this plan it would be proposed that southbound traffic on Macadam Avenue between S. W. Thomas Street and Bancroft Street would be eliminated, resulting in a one way northbound from S. W. Bancroft Street. This is confirmed in a letter dated March 26, 1969, from Mr. N. R. Drulard, City Engineer, recommending that Bancroft Street be utilized as access to S. W. Macadam Avenue instead of S. W. Thomas Street.

It is believed that an offset intersection would result only in continued hazards and that an agreement should be prepared with the City for the development of Plan 3. I have discussed this with Mr. Don Bergstrom, who has indicated that the City would be agreeable to such an arrangement. Mr. Bergstrom has requested, however, that this project be considered under the TOPICS Program, if possible. It is his suggestion that instead of a 50-50 split with State and City that the State finance it under TOPICS on a 40% participation. It is the recommendation of this office that we attempt to negotiate a 50-50 agreement with the City of Portland. In view of the current project on S. W. Moody Avenue and S. W. Bancroft Street consideration and a decision on this matter should be expedited.

AE Johnson
A. E. Johnson
Metropolitan Engineer

AEJ:lh
Enc
cc: L. W. Rulien
Dennis L. Peterson

DEPARTMENT OF PUBLIC WORKS
WILLIAM A. BOWES
COMMISSIONER

BUREAU OF TRAFFIC ENGINEERING
D. E. BERGSTROM
TRAFFIC ENGINEER

OFFICE ADDRESS: 420 S. W. MAIN ST.
MAILING ADDRESS: 414 CITY HALL · 97204

CITY OF PORTLAND
OREGON

October 16, 1968

Mr. A. E. Johnson, Metropolitan Engineer
State Highway Department
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Mr. Johnson:

Enclosed is a plan showing proposed signalization for the intersection of S.W. Macadam Avenue and Bancroft which would also accommodate the left turn movement from S.W. Hood Avenue.

We are recommending installation of a three-phase, fully-actuated type controller which, according to our calculations would provide a capacity of 2140 vehicles per hour.

Also enclosed are recent traffic counts showing the existing flows through the intersection.

Even though the intersection is off-set it appears to us that the signal proposed would provide sufficient capacity.

Our estimated cost utilizing mast arms is $15,000.00. Would you please review this plan and advise whether the State approves and is willing to participate in the cost? If the State does agree it is suggested that the standard agreement be prepared providing for installation by the City and the State sharing half the cost?

Sincerely,

D. E. Bergstrom

D. E. BERGSTROM
Traffic Engineer

DEB:ba
Encls. (2 copies PL-5-197M)

METROPOLITAN ENGINEER
RECEIVED
OCT 21 1968
☐ ME ☐ AME ☐ AMS ☐ MOS ☐ MOE ☐ MTE

TRAFFIC COUNT TAB

Day MON Date 10/14/63
Weather RAIN

ON: S.W. MACADAM, SOUTH OF BANCROFT ON:

TIME \ DIR		NB						
A.M. 7-8		1213						
8-9		1032						
9-10		540						
10-11		477						
11-12		478						
P.M. 12-1		448						
1-2		474						
2-3		465						
3-4		624						
4-5		695						
5-6		463						
6-7		343						
7-8		323						
8-9		140						
9-10		122						
10-11		130						
11-12		75						
A.M. 12-1		53						
1-2		30						
2-3		18						
3-4		15						
4-5		27						
5-6		74						
6-7		362						
TOTAL		8621						
GRAND TOTAL								

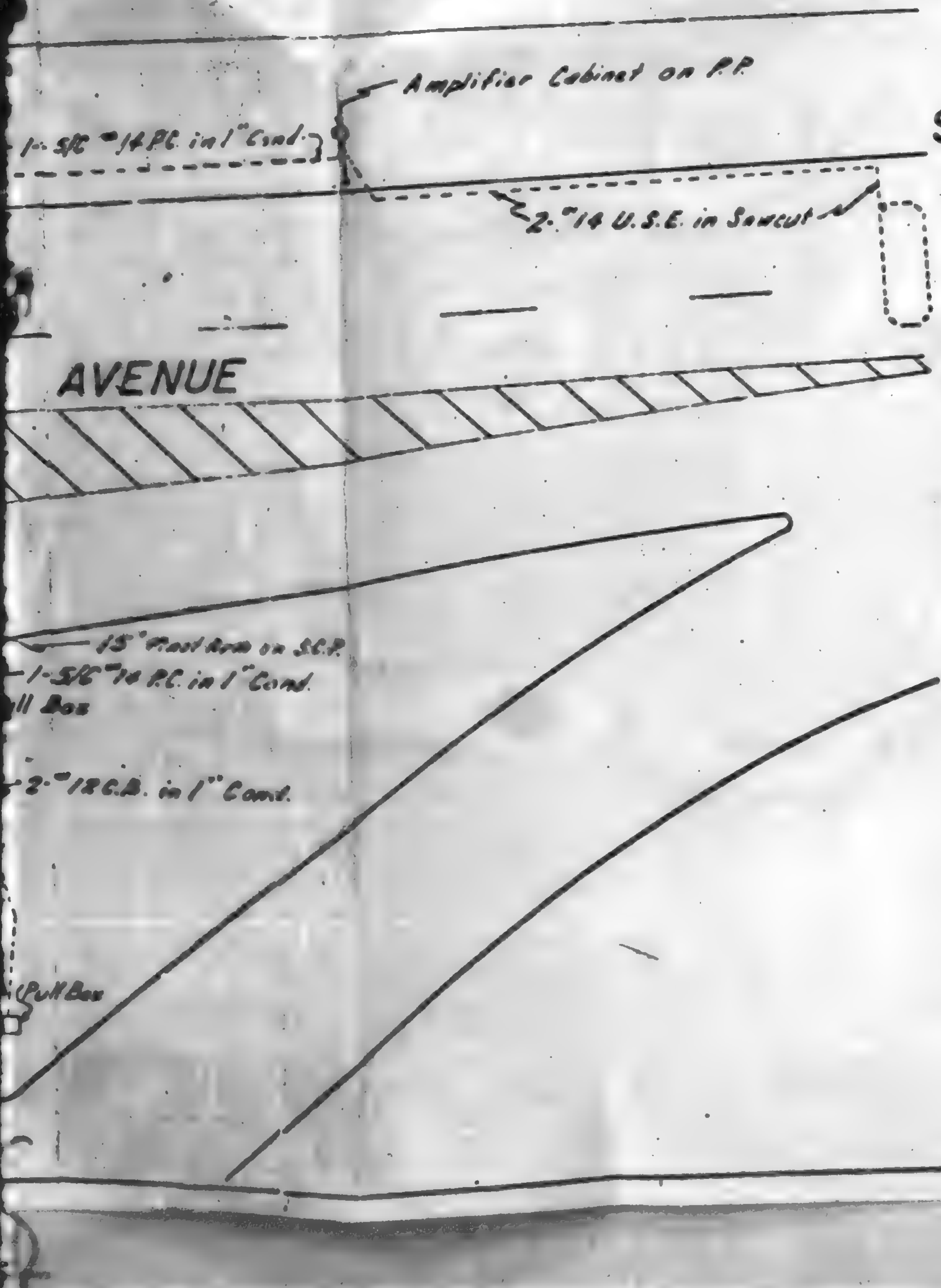
Date 8/22/63 MDM

TRAFFIC COUNT TAB

Day Thursday
Weather Cloudy

ON S.W. Hood (Left turn lane) W/Macadam ON S.W. Bancroft E/Macadam

DIRECTION / TIME	SB ⊃ SB to NB					E ↓ WB		
A.M. 7 – 8	347					106		
8 – 9	279					81		
9 – 10	206					99		
10 – 11	194					57		
11 – 12	181					78		
P.M. 12 – 1	204					85		
1 – 2	254					55		
2 – 3	262					74		
3 – 4	221					95		
4 – 5	163					102		
5 – 6	120					143		
6 – 7	61					76		
7 – 8	46					22		
8 – 9	21					33		
9 – 10	14					25		
10 – 11	18					10		
11 – 12	14					12		
A.M. 12 – 1	14					16		
1 – 2	6					8		
2 – 3	8					9		
3 – 4	1					15		
4 – 5	10					6		
5 – 6	46					3		
6 – 7	125					40		
TOTAL	2816					1251		
GRAND TOTAL								


Amplifier Cabinet on P.P.
1-5/C "14 P.C. in 1" Cond.
2-"14 U.S.E. in Sawcut
AVENUE
15' Mast Arm on S.C.P.
1-5/C "14 P.C. in 1" Cond.
ll Box
2-"12 C.B. in 1" Cond.
Pull Box

SIGNALIZATION PLAN S. W. MACADAM AVENUE AND S. W. BANCROFT STREET

SEPTEMBER 1968

SCALE 1" = 30'-0"

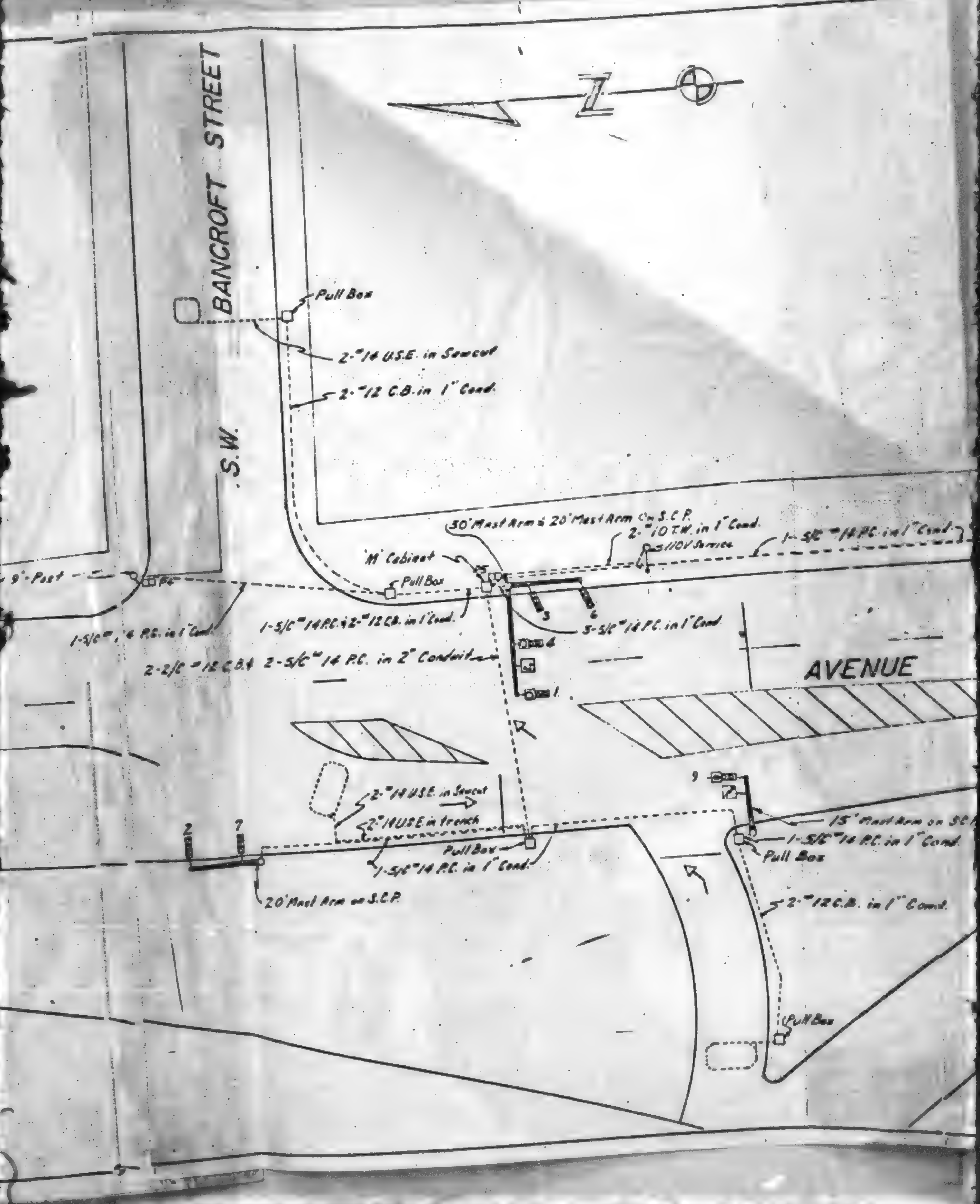
Revisions

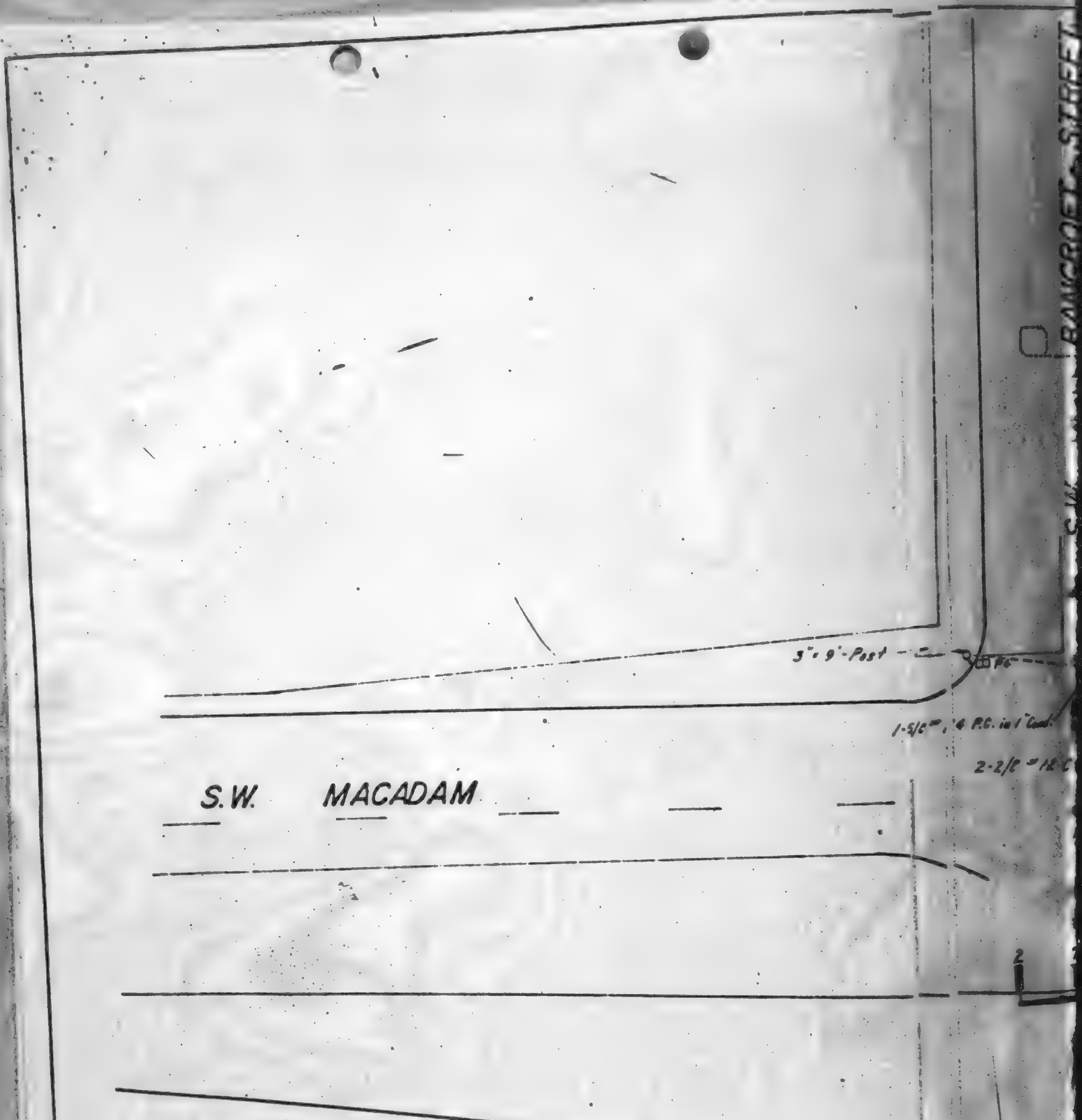
Date	Description

APPROVED ____________ City Traffic Engineer

DATE ____________

PL-5-197 M


N
BANCROFT STREET
S.W.
AVENUE
Pull Box
2-#14 U.S.E. in Sawcut
2-#12 C.B. in 1" Cond.
30' Mast Arm & 20' Mast Arm on S.C.P.
2-#10 T.W. in 1" Cond.
1-5/C #14 P.C. in 1" Cond.
110V Service
'M' Cabinet
15
9'-Post
PC
Pull Box
1-5/C #14 P.C. in 1" Cond.
1-5/C #14 P.C. & 2-#12 C.B. in 1" Cond.
3
6
5-5/C #14 P.C. in 1" Cond.
4
2-2/C #12 C.B. & 2-5/C #14 P.C. in 2" Conduit
1
9
2-#14 U.S.E. in Sawcut
2-#14 U.S.E. in trench
2
7
Pull Box
1-5/C #14 P.C. in 1" Cond.
20' Mast Arm on S.C.P.
15' Mast Arm on S.C.
1-5/C #14 P.C. in 1" Cond.
Pull Box
2-#12 C.B. in 1" Cond.
Pull Box


S.W. MACADAM
BANCROFT STREET
S.W.
3" x 9'-Post
PC
1-5/C #14 P.C. in 1" Cond.
2-2/C #12 C
2

DEPARTMENT OF PUBLIC WORKS
WILLIAM A. BOWES
COMMISSIONER

BUREAU OF TRAFFIC ENGINEERING
D. E. BERGSTROM
TRAFFIC ENGINEER

OFFICE ADDRESS: 430 S. W. MAIN ST.
MAILING ADDRESS: 414 CITY HALL • 97204

CITY OF PORTLAND
OREGON

February 3, 1969

Mr. Dennis Peterson, District Traffic Engineer
State Highway Department
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Mr. Peterson:

Enclosed is a revised estimate for the installation of a two-phase, fully-actuated traffic signal, as requested, for S.W. Macadam and Bancroft Street.

Since the westbound left turn and eastbound through movements are in direct conflict we suggest the eastbound enter on a Flashing Yellow indication.

There is some doubt that the signal head for the eastbound to northbound movement is needed but is shown on the estimate.

We will be happy to discuss this with you. Your plan for this Bancroft Street connection is also enclosed.

Sincerely,

D. E. Bergstrom

D. E. BERGSTROM
Traffic Engineer

RCS:ba

2 Encls.

NOTED
D. L. PETERSON

Estimate for Traffic signals at S.W. Macadam & Bancroft.
State Plan-3, 2 phase full actuated.

	Material	Labor
Install 2 - 20' mast arm poles	600 00	300 00
Install 1 - 30' mast arm pole.	350 00	150 00
Install 1 - 9"x9' pipe post.	85 00	100 00
Install 545' of 1" and 2" Conduit.	220 00	4100 00
Install 3 detector loops.	15 00	75 00
Install 2 3 light (8") signal heads	140 00	60 00
Install 5 3 light (8"-8"-12") signal heads.	400 00	150 00
Install 550' underground cabling	50 00	175 00
Install two phase fully actuated signal.	2200 00	100 00
Install three detector amplifiers	450 00	60 00
Install 110 V. service equipment.	25 00	25 00
Install sidewalk junction boxes (4)	100 00	100 00
Engineering	10 00	250 00
Sub total	4645 00	5645 00
+ 10% contingencies	464 50	564 50
Total Labor		6209 50
Total Material	5109 50	5109 50
Total Labor + Material		11319 00
+ 10% overhead		1131 90
Grand total		12450 90

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

5821 N. E. Glisan Street
December 13, 1968

SUBJECT: Bancroft Street Connection
Harbor Drive-Lowell Street Unit
Harbor Drive-Washington County Line Unit
Pacific Highway
Multnomah County

To: Mr. A. E. Johnson
Metropolitan Engineer

BUILDING

As requested by Mr. Limbocker, a right of way cost estimate has been completed in subject section as shown outlined in red on the attached map.

The estimated cost of this parcel of vacant land is $5,600.

Kenneth Rolfe
Kenneth Rolfe
Liaison Agent

KR/jj
cc: Ken Limbocker

METROPOLITAN ENGINEER
RECEIVED
DEC 13 1968
☐ ME ☐ AME ☐ AME ☐ MOE ☐ MOE ☐ MTE

DEPARTMENT OF PUBLIC WORKS
WILLIAM A. BOWES
COMMISSIONER

BUREAU OF TRAFFIC ENGINEERING
D. E. BERGSTROM
TRAFFIC ENGINEER

OFFICE ADDRESS: 420 S. W. MAIN ST.
MAILING ADDRESS: 414 CITY HALL · 97204

CITY OF PORTLAND
OREGON

March 28, 1969

Mr. A. E. Johnson, Metropolitan Engineer
State Highway Department
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Mr. Johnson:

Enclosed for your information is a copy of a letter from the City Engineer concerning S.W. Moody Avenue.

I would recommend that the City and State get together on the signalization and channelization at Bancroft Street as soon as possible.

Sincerely,

D. E. Bergstrom

D. E. BERGSTROM
Traffic Engineer

DEB:ba
Encl.

METROPOLITAN ENGINEER
RECEIVED
APR 1 1969

CITY OF PORTLAND

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

From Office of City Engineer

To Bureau of Traffic Engineering

Addressed to D. E. Bergstrom, Traffic Engineer

Subject Improvement of S.W. Moody Avenue

March 26, 1969

The improvement of S.W. Moody Avenue is progressing nicely, and it is probable the new roadway may be opened to traffic in about 8 to 10 weeks. It appears that some changes in the traffic islands and channelization will be required in S.W. Macadam Avenue at the S.W. Bancroft Street intersection, as access to Macadam Avenue from this area will be preferred at Bancroft Street rather than Thomas Street because of the steep hill on Thomas Street.

It appears that any changes will need to be worked out with the State Highway Department because of the State Route.

We bring this to your attention so that you will have an opportunity to plan and schedule this work prior to the opening of the new street.

W. R. DILLARD

City Engineer

CS:j

cc: R. N. Cruden, Chief
Bureau of Design

C. J. Donnelly
Bureau of Design

SU-508(5) Farmington Rd.-Allen Ave. Sec.,1971
FAS 630 (Murray Blvd.) in Beaverton
#7552 (Grad., pav. & traf. signals)

CVA 3829-
CVA 4171-

7552 5-10-73

STATE COPY S

cst

cc: OSHD (A E Johnson)
Region
Wash DC

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. 5 SU-508(2)	2. COUNTY Washington	3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Grade, Drain & High Type Pavement on 4-12' Lanes & Traffic Signals

RECEIVED
STATE HWY ENGR
MAY 14 '73
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

COPY SENT
MAY 1[illegible] 1973
REGIONAL OFFICE

5. CONTRACTOR'S NAME Cascade Construction Company, Inc.	6. CONTRACT AMOUNT $ 360,397.30

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* R. D.

TITLE Asst Office Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

All contract work completed 6/1/72. Final estimated cost $342,486.56 or 5% over the original bid amount. Final engineering costs-$45,000, 36% over original estimate of $33,056.75. LD of $14,560 assessed for 55-day overrun. 104-day extension approved 9/27/72.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 68 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6203	0.647	68		

NOTED
H.S. COULTER

5-14-73
cy Coulter
Young

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY W. N. Bryant	11. DATE OF INSPECTION June 20, 1972

12. IN COMPANY WITH
Larry Bulien, Res Engr; Al Harwood, Reg Constr Engr; Jim McManus, Res Engr, OSHD.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		16. SIGNATURE G. L. Green G L Green	
14. TITLE Area Engineer	15. DATE 5-4-73	17. TITLE Division Engineer	18. DATE 5-10-73

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

FOR FILING

7552

October 31, 1972

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06108

Gentlemen

On October 20, 1972, we wrote to you concerning release of final payment on Contract No. 7552 awarded to Cascade Construction Company, Inc., for work on the Farmington Road-Allen Avenue Section of FAS 630 in Washington County.

Final payment on this contract is $18,019.87 and the total contract amount is $330,061.30 including $7,661.44 for work performed under force account.

Very truly yours,

C. W. Enna, Secretary
OREGON STATE HIGHWAY COMMISSION

hs

cc Cascade Construction Co., Inc.
P. O. Box 4267
Portland, Oregon 97208

bc C. T. Kessey
Walt Hart
V. E. Skoog
Attn: W. L. Mosner
L. W. Rulien

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OCT 25 '72
FOR FILING

s

**OREGON STATE
HIGHWAY DIVISION**

7552
HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 19, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7552, Work Completed June 1, 1972

Project Farmington Road-Allen Avenue

Highway FAS 630 County Washington

Type of Work Grading, Paving and Traffic Signals

Contractor Cascade Construction Company, Inc.

Recommended Acceptance Date October 18, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 31, 1972 for your formal concurrence.

VG:bb

cc: Cecil Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

5

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SEP 28 1972
FOR FILING

7552

September 27, 1972

Cascade Construction Company
P. O. Box 4267
Portland, Oregon 97208

Gentlemen:

Your request for a time extension of 104 days on Contract No. 7552 for work on the Farmington Road-Allen Avenue Section of FAS 630 (Murray Boulevard) in Washington County has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 104 days is granted applicable to both Units "A" and "B". This will eliminate all time liquidated damages on this project.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

JAB:fw jf

bc: C. W. Head
F. B. Klaboe
A. E. Johnson
C. T. Keasey
V. E. Skoog
L. W. Rulien
J. W. McNamee
V. L. Gallagher

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SEP 2[illegible] 1972

FOR FILING

7552

September 27, 1972

TO OREGON STATE HIGHWAY COMMISSION

FROM

Tom Edwards
State Highway Engineer

SUBJECT Extension of Time, Contract No. 7552
Farmington Road-Allen Avenue Section
FAS 630 (Murray Boulevard)

Cascade Construction Company, contractor on the subject section in Washington County, Contract No. 7552, has requested a 104-day extension of the contract time because of a sand and gravel industry strike in the summer of 1971.

Bids were opened on this project March 25, 1971 with three bidders. The project covered widening of an existing suburban street from two lanes to a curbed five lanes with a specified two-stage construction to accommodate traffic and adjacent properties. The project was completed June 1, 1972, with 104 days liquidated damages accrued at the rate of $140 per day for a total of $14,560.

The sand and gravel strike did have a significant delaying effect on the completion of the project. Although 39 days of the actual strike time (June 12 to July 21) were not charged against the contract, this was prime summer construction time, which could not be replaced the same season. The second stage construction to rebuild the middle portion of the street and install a storm drainage system was especially vulnerable to wet weather.

This request has been approved by granting a 104-day extension. Your concurrence in this action is requested. This was a federal-aid secondary project so specific approval of the Federal Highway Administration is not required.

This matter will be on the agenda for your consideration at the October 31 meeting.

bc:
C. W. Head
George Baldwin
A. E. Johnson
L. H. Young
F. B. Klaboe
Vern Skoog
C. T. Keasey
L. W. Rulien
V. L. Gallagher
Gary Ross
Gary Sund

JAB:fw jf

FORM E-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25, 1972

SUBJECT: Farmington Road-Allen Avenue
Contract No. 7552
Request for Time Extension

To: A. E. Johnson
Assistant State Highway Engineer

FROM: John A. Bond
John A. Bond
Construction Administration Engineer

Cascade Construction Company requests a 104 day time extension applicable to both units A and B because of the effect of a sand and gravel industry stike in the summer of 1971. The contractor's two-page narrative discusses the "domino effect" of the strike on this project.

Bids were opened March 25, 1971 with three bidders. This project covered widening of an existing suburban street from two lanes to a curbed five lanes with a specified two-stage construction.

The first stage required that 17-foot wide areas on each side be paved first next to the new curbs after which traffic was shifted onto these outer areas and the second stage then required that the middle of the existing street be removed and completely rebuilt. The project included a new storm drainage system through most of its length and this went down the middle on the centerline.

Thirty-nine days of the actual strike time (June 12 to July 21) were not charged against the contract. This was prime time. The 165 days allowed elapsed November 15, 1971 and at that time the job was 55 percent done. Stage 1 was completed October 1, but the Stage 2 work in the middle of the section was obviously more vulnerable to rain. Readily available rock as it was needed intermittently was an important item on this type project. There is an obvious problem of maintaining required accesses as the work progressed through the two stages all under traffic and in a built-up area.

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SEP 26 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

SP*82479-734

Some of the utility adjustment work also had to be performed with Stage 2. The time counted for November, 1971 (until reaching the winter dormant no count period) and again in March, 1972 (when time count resumed) was simply not usable.

A possible further delaying factor in the spring of 1972 involves Price Agreement 3 dated March 20, 1972. This Price Agreement, which was at the request of Washington County, changed the design to a raised curbed median. You will recall some local opposition to this developed and this idea was cancelled April 18.

The contractor worked considerable overtime in the spring of 1972 as soon as weather conditions permitted so that the paving was done May 4 and the overall project complete June 1. One hundred four days liquidated damages accrued at the rate of $140 per day for a total of $14,560.

Section 108.09 of the specifications permits time extension for factors actually affecting the time necessary for completion. We believe the sand and gravel strike actually caused this project to carry over into a second season and concur with the Region recommendation to grant a complete time extension which would delete all liquidated damages.

This was a Federal-aid Secondary project so specific approval of the FHWA is not required. Rough draft letters to the contractor and the Commission are attached.

JAB:fw
Enc.
cc V. L. Gallagher

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7552 Contractor Cascade Construction Co.

Highway FAS 630 Murray Blvd.

Section Farmington Road-Allen Avenue

Kind of Work Grading Paving and Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Sand and Gravel industry strike delayed project into a second season.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 7552
Project designation SU 508(S)
State-Federal
Date awarded April 2, 1971
Work started April 26, 1971
Per cent completed 100% June 1, 1972
Date
No. of Workdays Allowed a 165 b 210
No. of Workdays Used a 269 b 259
No. of Added Workdays Requested a 104 b 59

State Printing 2780

R—220 (Rev.)—5M—6-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 19, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from a. 165 b. 210 days to a. 269 b. 269 days, within which to complete our Contract No. 7552, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE LETTER

Respectfully submitted,

Cascade Construction Company, Inc.
Contractor

By George R. Morton

CONSENT OF SURETY

Date 6/20, 1973

We, The Travelers Indemnity Co., as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Alice Jane Schlaht
Attorney-in-fact
Alice Jane Schlaht (SEAL)

Resident Agent
by: Dona ld E. Reger
Gerlinger, Ar ld & Reger
201 American Bank Bldg.
Portland, Oregon

Cascade Construction Company

General Contractors • Modern Pavements
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

June 19, 1972

Oregon State Highway Commission
Salem, Oregon

RE: Contract No. 7552

Gentlemen:

We request that liquidating damages be waived on the above contract due to the domino effect of the Sand and Gravel Employees Strike in 1971 which disrupted the orderly progress of construction in such a manner that it was impossible to complete the project within the specified number of calendar days.

The strike against the sand and gravel producers was basically settled on June 27, 1971 after starting on June 12, 1971, however, the employees of our supplier chose to leave the union and continued to haul to non-union projects. At the conclusion of the strike, the union continued to picket our supplier. After numerous conferences with the union, which were unproductive as to the question, "Will you hinder the use of this supplier on a union project?", we attempted to use the supplier on July 12, 13, and 14. We were continually harassed during this period by pickets appearing on the project as the urgently needed rock trucks appeared, which caused our employees to intermittently stop and start work. A pertinent point of this argument, is the required construction sequence . Murray Road was being widened and the project had to be constructed in stages. Excavation and widening on both sides, leaving a center section open to two-way traffic, placing aggregate base, constructing concrete curbs on the base, and then paving the two sides in Stage 1. The center was then excavated in Stage 2 and the traffic was moved to the partially completed side strips.

The strike had critically destroyed the project timing as the work could not progress without the aggregate base. At considerable extra expense, we decided to haul the aggregate base from our own stockpiles to keep the project moving. Our stockpiles were a greater distance away and we were required to use our own or rented trucks which in our overall planning had been scheduled for use on other projects, many of which were affected by the strike and also were behind schedule. By using our own material we also placed an additional burden on our water based supplier, who also was behind schedule because of the strike, causing us to dole out our dwindling supplies to the most critical areas of our overall operation. However, we did start hauling rock to this project on July 21, 1971, allowing the concrete curb subcontractor to commence work. However, because of the strike, his concrete supplier was limited to rationing concrete to the most critical projects and our subcontractor was also limited in capacity because of his own backlog of work.

Consequently, it was September 17, 1971 before we could begin placing bituminous base which was completed on September 24, 1971, allowing traffic to be switched to the side areas and the construction of the center area began. However, excavation and installation or adjustments of sewer and water facilities were hindered by rains and this created a disaster area which could politely be called a "muddy mess", although we had other favorite names for it, best not mentioned here. The winter rains did not improve the situation and it was April 20, 1972 before the area was sufficiently stable to allow us to start aggregate base, which was immediately followed by bituminous base and the project was pushed to completion, with substantial use of overtime.

In conclusion, we believe that the Sand and Gravel Employees Strike and the subsequent chain of events enumerated above caused by this strike created a condition whereby we were prevented from completing the project within the specified time limits. We contend that our subcontractors and ourselves worked under very unfavorable weather conditions at critical times, at extra expense, to complete the project as quickly as possible, and do not merit further penalties by being assessed liquidating damages.

We trust that the above information is sufficient for determination of our plea, but remain willing to submit any further data you require.

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton

George R. Morton

GRM/jle

5

7552

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Farmington Road--Allen Avenue		WEEK END NO.: August 26, 1972
		SECTION PREFIX: 534-1051
HIGHWAY: FAS 630 (Murray Blvd.)		COUNTY: Washington
NAME OF JOB: Farmington Road--Allen Avenue	KIND OF WORK: Grading, Paving, and Traffic Signals	FEDERAL AID PROJECT NUMBER: SU-508(5)
CONTRACTOR: Cascade Construction Company, Inc.	CONTRACT NUMBER: 7552	ESTIMATED COMPLETION DATE:
DATE OF CONTRACT: April 2, 1971	DATE WORK STARTED: April 26, 1971 Spec. Cal. Workdays a) 165 b) 210	Cal. Workdays Used a) 269 b) 259
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED a) 163 b) 123
PROJECT AUTHORIZATION: $ 414,382.43		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
EXCLUSIVE OF ENGINEERING: $ 381,325.68	ENGINEERING AUTHORIZATION: $ 33,056.75	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 337,359.78	ENGINEERING COST TO DATE: $ 45,000.00	DATE PROJECT WAS COMPLETED: (a) June 1, 1972 (b) May 18, 1972
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 12 %	PERCENT OF AUTHORIZATION: 136 %	

Seme-final submitted Aug. 23, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD.	BIT. BASE	SIGNALS
100	100	100	100	100		100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.80	0.85		0.85	0.85
MILES PARTIALLY COMPLETED	0.80	0.85		0.85	0.85
MILES COMPLETED	18,950	11,300		13,800	7,300
TOTAL ESTIMATED QUANTITIES (CONTRACT)	17,949	11,713.47		12,368.53	7,354.33
TOTAL QUANTITIES CORRECTED TO DATE	*	*		*	*
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	0	0		0	0
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy A.M. Fair P.M.			
MONDAY	Cloudy & showers			
TUESDAY	Partly cloudy			
WEDNESDAY	Cloudy A.M. Fair P.M.			
THURSDAY	Fair			
FRIDAY	Cloudy			
SATURDAY	Partly cloudy			

Routing
Keasey K
Bond
Walker
Johnson
Pease E
Glenn
Litchfield
Berg

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AUG 28 1972
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 20	No activity all week.
MONDAY 21	
TUESDAY 22	
WEDNESDAY 23	
THURSDAY 24	
FRIDAY 18	
SATURDAY 19	

REMARKS

No contract activity.

Semi final Estimate submitted to Region Office on Aug. 23, 1972.

SIGNED ______ LOCATION Tigard 97223

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
DEC 7 - 1971

~~FOR~~ FILING

S11-568(5)
7552

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 6, 1971

SUBJECT: Engineering Overrun

To:

Mr. L. W. Rulien
Regional Engineer
State Highway Division
P. O. Box 02157
Portland, Oregon 97202

NOTED
A. E. JOHNSON

The weekly construction report for the week ending December 4, 1971 for the Farmington Road-Allen Avenue Contract No. 7552, indicates that the project is 55 percent complete whereas the engineering is 106 percent expended.

Please take immediate steps to see that the engineering on this project is held to the absolute minimum.

F D Morgan
F. D. Morgan
Construction Engineer

EAP:fw

cc A. E. Johnson

RECEIVED
DEC 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 29 1971
FOR FILING

1-508 (5)

7552

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
October 28, 1971

SUBJECT:

To: Mr. L. W. Rullen
Region Engineer
P.O. Box 02157
Portland, OR 97202

NOTED
A. E. JOHNSON

On McNamee's weekly report for October 23 on the Farmington Road-Allen Avenue Contract No. 7552, it is noted that the project is 55 percent complete and the engineering is 99 percent expended. Please take whatever steps necessary to see that the engineering costs are held to the absolute minimum.

Also the estimated completion date shown is October 1971. This certainly does not appear realistic.

F. D. Morgan
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:fr

cc: A. E. Johnson

RECEIVED
OCT 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 26 1971

FOR FILES

SU-508(5)
7552

April 23, 1971

Cascade Construction Company, Inc.
P. O. Box 4167
Portland, Oregon 97208

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7552 for grading, paving and traffic signals on the Farmington Road-Allen Avenue Section of FAS 630 in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06115

bc F. D. Morgan
I. D. Merchant
James McKenzie
L. W. Rulien

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.
4-33

PROJECT REPORT NO.
3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

4-14-71

STATE
Oregon

COUNTY
Washington

PROJECT NO.
Su-508(5)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Jct. FAS 626 in Beaverton - S. 0.64 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-1-71	0.647
OTHER (Specify)		

FUNDS Pro Rata 63.54%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 413,814	$ 262,937

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G. H. Green
(Division Engineer)
For R. B. Simpson

Date executed by Division Engineer 14 APR 1971

FORM PR-2 (REV. 1-70)

PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division

Federal Aid
Project No. SU-508(5)

FARMINGTON ROAD-ALLEN AVENUE SECTION

FAS 630 IN WASHINGTON COUNTY

Salem, Oregon, April 8, 1971

Project agreement estimate.

Type Code 6203
Roadway (Sta. 13+85 to Sta. 48+00)

Temporary Protection and Direction of Traffic	All Required		$ 15,380.00
Clearing and Grubbing	All Required		4,800.00
Removal of Structures and Obstructions	All Required		250.00
General Excavation	18,950 cu.yd.	1.07	20,276.50
Trench Excavation	1,500 cu.yd.	3.00	4,500.00
Furnishing Roadbed and Slopes	All Required		3,500.00
Watering	300 M-gal.	4.00	1,200.00
Bituminous Base Mixture	13,800 ton	6.39	88,182.00
Asphalt in Bituminous Base Mixture	760 ton	35.00	26,600.00
Plant Mix Aggregate Base	11,300 ton	3.40	38,420.00
Class "B" Asphalt Concrete Mixture	7,300 ton	6.39	46,647.00
Asphalt Cement in Mixture	475 ton	35.00	16,625.00
Asphalt in Tack Coat	6 ton	85.00	510.00
12-inch Sewer Pipe	3,350 lin.ft.	4.00	13,400.00
15-inch Sewer Pipe	680 lin.ft.	6.00	4,080.00
24-inch Sewer Pipe	100 lin.ft.	8.00	800.00
Extra for Pipe Under Pavement	300 lin.ft.	5.00	1,500.00
Concrete Manholes	14 only	300.00	4,200.00
Concrete Inlets, Type G-1	18 only	147.00	2,646.00
Concrete Inlets, Type CG-1	7 only	167.00	1,169.00
Concrete Inlets, Type D	1 only	167.00	167.00
Concrete Driveways	550 sq.yd.	6.66	3,663.00
Concrete Curbs	220 cu.yd.	40.34	8,874.80
Extra for Asphalt Approaches	7 only	100.00	700.00
Asphalt Walks	3,200 sq.yd.	3.80	12,160.00
Adjusting Manholes	11 only	50.00	550.00
Adjusting Sewer Cleanout Vents	7 only	10.00	70.00
Traffic Signal Installation, Complete	All Required		39,127.00
			$359,997.30

Flagging	All Required	$ 2,500.00
Permanent Striping	All Required	200.00
Temporary Striping	All Required	100.00
Permanent Signing	All Required	2,500.00
Temporary Erosion Control	All Required	1,000.00
Seeding and Mulching	All Required	500.00
		$ 6,800.00
	Subtotal	$366,797.30
	Engr. & Cont.	49,516.70
	Total	$416,314.00
Credit for Salvaged Signals	All Required	(2,500.00)
	Total	$413,814.00

Length of Project - - - - - - - - -	0.647 mile
Cost of Roadway Per Mile - - - -	$639,588.89

Federal Funds - - - - - - - - - - - -	$262,937.00
State Funds - - - - - - - - - - - - -	75,438.50
County Funds - - - - - - - - - - - -	75,438.50
Total	$413,814.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7552

Prefix 534-1051

Farmington Road-Allen Avenue Section

Nonparticipating State Work

Setting Mail Box Posts	40 only	10.00	$ 400.00
Furnish Mail Box Posts	All Required		100.00
			$ 500.00

RECEIVED
APR 5 - 1971
FOR FILING

SU-508 (5)
7552

April 2, 1971

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Gentlemen:

The State Highway Commission on March 30, 1971, accepted your proposal for work on the Farmington Road-Allen Avenue Section of FAS 630 in Washington County for the sum of $360,397.30 and referred it to the State Highway Engineer with authority to award the contract as soon as Washington County approves the project and deposits $83,900.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7552.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc Pac. Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

Frank Morgan
Ivan Merchant
L. W. Rulien
James McNamara
Wm. Geibel (SAIF)

RECEIVED
MAR 31 1971
FOR FILING

511-508(5)
75521

MISC. CONTRACTS and
AGREEMENTS No. 4121

March 10, 1971

Board of County Commissioners
Washington County
Courthouse
Hillsboro, Oregon 97123

Attention: Roger Thomsen
Director of Records and Election

Gentlemen:

Attached for your records is a fully executed copy of an agreement with the City of Beaverton, Washington County, and the Oregon State Highway Commission concerning Farmington Road-Allen Avenue Section on Murray Boulevard (FAS 630).

A fully executed copy of this agreement is being sent to the City of Beaverton and one is being retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agree. att.)

P

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

FOR

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SU-508(5)

DATE: February 24, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7552

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

NOTED
F.B. KLABOE

SUBJECT: Oregon SU-508(5)
Farmington Road - Allen Avenue Section
FAS 630, Washington County

The plans and special provisions for this project have been reviewed. Some problems are being noted in placement of loop detectors on projects involving signal installation. Reference is made to the Walker Road - Jenkins Road Section of this same route. Pedestrian signals were installed but very little attention was given to pedestrian convenience or to the crossing itself.

It is recommended that pedestrian walkways be incorporated in the design of signalized intersections where pedestrian signals are warranted. On this project I suggest that standard crosswalk layouts be prepared and used as a guide to loop detector installation regardless of whether actual striping is done at this time.

3-8-71
orig to Cox
for app. action.

Copies to
Crandall
Cox
Young
3-3-71

NOTED
TOM EDWARDS

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

Klaboe

2-1-71

Transaction Number 2-10

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 2-1-71
BY (Signature): Mr. Young's January 25, 1971 letter
TITLE: Program & Planning Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 1049 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
1049	SU 508(5)	0.64	425,000	270,000	**Location**: Farmington Rd. - Allen Avenue Section **Work**: Grade, Drain & Hightype pavement on 4 - 12' lanes & traffic signals

2-5-71 Young

TOM EDWARDS

REMARKS (Division) The substandard vertical curve at Allen Avenue is approved as an exception to the minimum design standards of the approved Secondary Road Plan. You are authorized to proceed with Actions necessary to advance to completion of the physical construction provided for by the above project in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

RECEIVED
FEB 14 1971

SU-508(5)
7552

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		2-1-71	R. E. Simpson, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
FEB 1971
FOR

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

SU-508(5)
7552

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 29, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon SU-508(5)
Farmington Road-Allen Avenue Section
Murray Blvd., FAS 630
Washington County

Kleaboe

A review of the proposed plans for this project has been made by our Area Engineer. As requested in Mr. Cox's January 22 letter I concur in the requested deviation from vertical curve standards.

The signal installation at Allen Avenue should alleviate the hazard normally associated with a substandard crest vertical curve. Due to the relatively long intervals between signalized intersections it is suggested that adequate advance warning be provided.

2-2-71
REFERRED TO
Cox
By Asst. State Hwy. Engr

RECEIVED
FEB 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

LOCATION - DESIGN APPROVAL

COUNTY: WASHINGTON

SECTION: Farmington Road-Allen Avenue

FAS NO.: 630

ROAD NAME: S.W. Murray Blvd.

PROJECT DESCRIPTION: Drain, grade, base, curb and pave a four-lane facility 68 feet between curbs with four 12-foot travel lanes, 16-foot median, 2-foot shy distance from curbs, 5-foot AC footpaths, plus signalization at Farmington Road and Allen Avenue.

ESTIMATED COST: $630,000

HIGHWAY COMMISSION APPROVAL: December 23, 1969

HEARING: June 17, 1970

STATE CLEARINGHOUSE REVIEW: March 17, 1970

SECTION 204 REVIEW: April 29, 1970

REMARKS:

APPROVED: January 26 19 71

Assistant State Highway Engineer

RECEIVED
MAY 4 - 1970
FOR FILING

Adm
Comm
Hearings

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

F. B. Klaboe
D. J. Barbee
L. H. Young
L. W. Rulien

May 4, 1970

Mr. Ken Meng
Director of Public Works
232 N N.E. Lincoln Street
Hillsboro, Oregon 97123

Farmington - Allen Ave
(Murray Blvd)

(County)

Dear Ken,

Pursuant to the 1968 Federal Aid Highway Act, counties are now required to either hold a public hearing or afford the opportunity for one in those instances where the counties are acquiring right-of-way for a county Federal Aid secondary project. This procedure of public hearings must be accomplished by Washington County prior to construction of the Farmington Road-Allen Avenue Section of Murray Blvd., FAS 630. To assist you in this matter, you will find the following enclosed material.

1. Set of instructions for advertising and holding a public hearing.
2. Suggested notices and letter to newspapers.
3. Hearing maps.

You will note by the instructions that the matter of public hearings can be done in two ways. First, you may give two weeks' notification advising any interested person to request a public hearing, and if you receive no requests a public hearing need not be held. Secondly, you may give 30 days' notice that a public hearing will be held, then hold a hearing and send all the required information to this office.

Please let us know if we can be of further assistance.

Very truly yours,

Robert H. Prange
Field Engineer
County and City Department

RHP:ljt
Enclosures

RECEIVED
MAY 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 27 1971

S11-508(5)
7552

January 26, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one Secondary Project, Item No. 1049, Project No. S11-508 (5), Farmington Road-Allen Avenue Section, which we desire to have included in the Federal-Aid Highway Program.

This project has been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-Aid Act.

We are enclosing a copy of the State Clearinghouse approval letter, a copy of the Regional Clearinghouse, # 2 (CRAG), approval letter, a copy of a memo to the file stating the County requested the signal at Farmington Road be salvaged for their use (a credit will be included in the project agreement estimate), and a copy of the State's letter requesting approval of the vertical curve design to be used on this project.

This project is to be advertised February 3, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

DAR:zw

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61) January 25, 1971	**FEDERAL-AID PR** (PPM 2
DATE SUBMITTED TO W.O.		

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd. Jct. FAS 626 in Beaverton S. 0.64 mi. 65	**ADT**	PRESENT 8,000	FUTURE (66) 16,800 (70)	YEAR (71) 199	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Gr., Dr. High-Type Pavement 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)
							PL. AUTH (74)

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME Washi	
	NAME OF URBAN AREA 17-21 Portland	ROUTE NO. S	FEDERAL-AID

ESTIMATED PROJECT CO

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK		STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
				CLASS	TYPE					
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (7
5					**PE**		Co. Rd. Jct. FAS 626 in Beaverton S. 0.64 mi.			
5					**ROW**					
5					**CONST** (CODE)		(Farmington Road-Allen Avenue)	0.64	425,000	270,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.64	425,000	270,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ary 25, 1971

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

0.64 mi. 65	**ADT**	PRESENT 8,000	FUTURE (66) 16,800 (70)	YEAR (71) 1991 (72)	REGION 08	STATE NAME Oregon	STATE CODE (2) 35 (3)	APPN CODE (4) 022 (9)	ITEM NO. (14) 1049 (18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 SU 23	NUMBER 7 508	SEQ. NO. (5) 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME Washington			CODE 067 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. S	FEDERAL-AID 630 (32)	STATE Co. Rd. (36)	U.S. (37) (41)	

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
	(54) (58)	(59) (66)	(67) (76)			
26 64						Gr. Dr. 4-12' lanes H.T. Pave., 16' median, curbs with 2' curb offsets, traffic signals.
	0.64	425,000	270,000	77,500	77,500	ROW - 90' min.; Access Control - none; Parking Restrictions - Complete.
CT LS	0.64	425,000	270,000	77,500	77,500	
		(16) (23)	(24) (33)	REMARKS		

-OVER-

USCOMM DUSCOMM-DC 48908-P61

Farmington Road-Allen Avenue

Oregon Project No. SU-508(5)

EXISTING FACILITIES: Two 10' AC travel lanes with 2' gravel shoulders.

ADJACENT SECTIONS:
NORTH/EAST END: FAS 626

SOUTH/WEST END: Two 10' AC travel lanes, 2' gravel shoulders.

PROJECT DATA: Grade, drain, base, curb and pave a roadway 68' in width, having four 12' travel lanes, 16' median, and 2' shy distance from curb. Paving to be AC. No parking. AC footpaths behind curbs. There are to be traffic control signals installed at Allen Ave. and at Farmington Rd. The existing signals at Farmington Road are to be salvaged for Washington County. County has requested that the signing and striping be done with state forces as part of the contract.

RIGHT-OF-WAY: 90' (with some easements for slopes and drainage.)

ACCESS CONTROL: None
RAILROAD CROSSING: None
MINIMUM DESIGN STANDARDS: The vertical curves at the junction of Allen Ave. are below our standards. This was done to meet the surrounding topography. However, the traffic control signals and posted speed limit should greatly reduce the hazards created by this alignment. See letter dated January 22, 1971.

SYSTEM ACTION: Completed
PUBLIC HEARING: 6/17/70

UNUSUAL OR COMPLICATED SITUATIONS: The existing traffic control signal at the intersection of Farmington Road and Murray Blvd. is to be salvaged for Washington County. See memo files dated 1/14/71.

ROUTE DATA: See S-508(1).
PARK AND RECREATION AREA AFFECTED: No.
RELOCATION ASSISTANCE: None involved.
SOCIAL, ECONOMIC & ENVIRONMENTAL EFFECTS CONSIDERED: Yes.
LOCATION AND DESIGN APPROVED: 1/25/71
STATE CLEARINGHOUSE APPROVED: 3/17/70

The Highway Division does not, at this time, have the legal authority to control the use by Utilities of the right of way on this project. A State/County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

District #2 (CRAG) - - 4/29/70

RECEIVED
JAN 25 1971

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

SU-508(5)
7552

January 22, 1971

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97308

Re: Farmington Road-Allen Avenue Section
Murray Blvd., FAS 630
Washington County

Dear Mr. Simpson:

It has been questioned whether two of the vertical curves on Murray Blvd. at the junction with Allen Avenue are within FAS standards. The design of these curves has been limited by the surrounding topography and the junction with Allen Avenue.

However, we feel these vertical curves are adequate because this project is within the city of Beaverton, and through a residential area. Traffic control signals are to be installed at this junction and the County intends to post the speed for this section at 35 to 40 miles per hour.

Your concurrence in this matter is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By H. E. Cox

H. E. Cox.
County and City Engineer

NOTED
F.B. KLABOE

HR:ljt

cc: Tom Edwards
F. B. Klaboe ✓
F. L. Hall
R. N. Chase
L. W. Rulien

RECEIVED
JAN 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

File

OREGON STATE HIGHWAY DIVISION
Traffic Engineering
January 8, 1971

Location:

Highway: FAS 630 (Murray Blvd.)

Section: Farmington Road

County: Washington

Approved:

Date:

Amount:

TRAFFIC SIGNAL INSTALLATION

Estimated Contract Amount	$41,200.00
Anticipated Additional Items	
Estimated State Force Amount (Salvage)	2,500.00
Engineering and Contingencies	6,000.00
Total	$47,200.00

The contractor will salvage the equipments at Farmington Road and deliver to Milwaukie shops.

Participating cost by County and FHA reduced to $44,700.00.

Part of an FAS-C contract.

RECEIVED
JAN 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 10 1970
FOR FILING

1859

SU-S 6[illegible](2)
7552

NOTED
F.B. KLABOE

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 2, 1970

Mr. John F. Crockett
Chief, Engineering Division
Department of Public Works
232 M N.E. Lincoln Street
Hillsboro, Oregon 97123

Dear John,

We have received your notice to hold a public hearing for the Farmington Road-Allen Avenue Section of S.W. Murray Blvd., FAS 630. Enclosed for your use in conducting your hearing is the following material:

Suggested format (may be used by the hearing officer in the conduct of the hearing.)

Registration Cards (to be filled out by persons attending the hearing.)

Relocation Assistance Brochures (to be made available to anyone who may be relocated from his property.)

After the ten days have elapsed for receiving additional written statements, please send this office a typewritten verbatim transcript of the formal public hearing. In addition, we will also require the following:

1. Copies of all notices, advertisements, newspaper articles and correspondence in connection with the hearing.

2. A statement giving time, date and place of any informal meetings of informational hearings held prior to the time of the formal hearing.

3. A statement that the County has studied and evaluated the testimony given at the public hearing; that it has considered the social, economic, and environmental effects of the location and design of the project; and that the County finds that the project is compatible to the County's planned arterial system. Please refer to any Traffic Surveys or Planning Studies made by or for Washington County with reference to land use and road systems.

4. A statement that the County does request the State Highway Division to give location and design approval of the project.

I will attend the hearing and am sure someone from the Bureau of Public Roads will also attend. Also, by copy of this letter, I am requesting Mr. Rulien or a representative from his office to be present with a prepared statement giving an engineering description of the project.

If you have any questions or need further information or clarification, please call or write.

Very truly yours,

Robert H. Prange

By: Robert H. Prange
Field Engineer

RHP:ljt
Enclosures

cc: F. B. Klaboe
L. H. Young
D. J. Barbee
L. W. Rulien
Bureau of Public Roads

RECEIVED
JUN 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTICE

The Washington County Board of Commissioners will conduct a formal public hearing on June 17, 1970, at 7:30 P.M. (P.D.T.) in the Westbrook Clubhouse, 14255 S.W. 6th, Beaverton, Oregon preceded by informal information hearings on June 17, 1970, at 6:30 P.M. (P.D.T.) at above location, for the purpose of discussing the construction of the Farmington Road - Allen Avenue Section of S. W. Murray Boulevard.

The proposed project lies in the City of Beaverton, Washington County, Oregon. The proposal consists of grading, drainage, basing, curbing and paving a four lane facility 68 feet wide plus signal installations, on S. W. Murray Blvd. between Farmington Road and Allen Ave.

Maps and other drawings showing the proposed location and geometric design will be displayed at the public hearing and together with any other available information about the proposed project are on file and available for inspection and copying.

The Federal Aid Relocation Assistance Program, the benefits and services for displacees and information concerning the relocation assistance office will be discussed.

Tentative schedules for right-of-way acquisition and construction will be discussed.

All interested citizens are invited to attend this public hearing. Written statements and other exhibits may be submitted to the Washington County Board of Commissioners, but must be received not later than 10 days after the public hearing.

WASHINGTON COUNTY
BOARD OF COUNTY COMMISSIONERS

RECEIVED
MAY 15 1970
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
APR 3 - 1970
FOR FILING

SU-508(5)
C-7552

April 3, 1970

Mr. Homer Chandler
Executive Secretary
Columbia Region Association
  of Governments
429 S. W. Fourth Avenue
Suite 500
Portland, Oregon 97204

Dear Mr. Chandler:

Attached are two copies of a map and data sheet showing the location of five different projects for your review in conformance with Section 204 of the Demonstration Cities and Metropolitan Development Act. These projects are:

1. S. W. Boones Ferry Road, FAS 681 (Harvey Way - Country Club Road Section)
2. Clackamas-Boring Road, FAS 129 (Hogan Road - Sixth Street Section)
3. Bonita Road, FAS 943 (South Tigard Interchange - S. W. Boones Ferry Road Section)
4. S. W. 72nd Avenue FAS 944 (Hunziker Street - Boones Ferry Road Section)
5. Murray Boulevard, FAS 630 (Old Scholls Ferry Road - Pacific Highway West, Section)

Upon completion of your review, please forward your comments to Mr. Robert E. Royer, Assistant Planning Survey Engineer, in our Traffic Engineering Section.

Your cooperation in this matter will aid in programming Federal-aid projects in Clackamas and Washington Counties.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enclosures

cc: Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
L. H. Young
D. J. Barbee
F. B. Crandall
A. E. Johnson
L. W. Rulien
R. E. Royer

WDA:bls sr

PROJECT DATA

Re: Old Scholls Ferry Road-Pacific Highway West Section
Murray Boulevard
FAS 630
Washington County

TYPE OF PROJECT: FAS-C

PROJECT DESCRIPTION: Grade, drain, base and pave a two-lane facility with 44-foot top width on the proposed alignment of the Murray Boulevard extension from Old Scholls Ferry Road southeasterly to the Pacific Highway West, in Tigard.

LENGTH: 2.6 miles

ESTIMATED COST: $1,300,000

NUMBER OF LANES: Two 12-foot travel lanes with 10-foot paved shoulders.

INTERCHANGES: None (future interchange proposed at Pacific Highway West)

ROAD CLOSURES: None planned

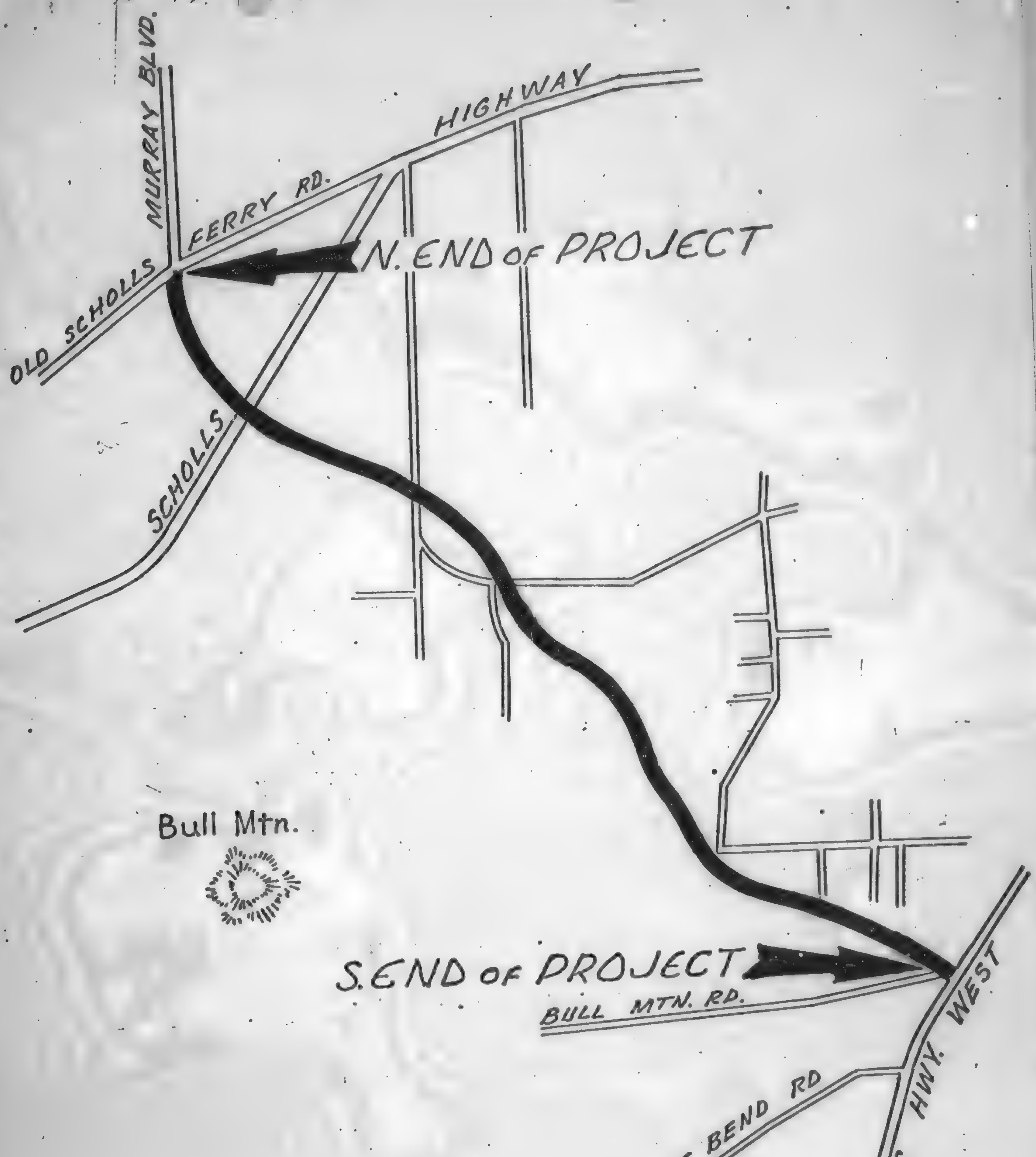
RIGHT-OF-WAY: Variable width right-of-way plus easements to be obtained by Washington County sufficient for initial two-lane construction and future additional two lanes.

EXISTING FACILITY: None (proposed project on all new location)

TRAFFIC: Estimated 1968 ADT: 1,500

PVMTS: Murray Boulevard, with its extension, is included in the G-5 Future Test System. FAS 630 route extension recommended by CRAG in January, 1970.

RHP:ljt
3/25/70


MURRAY BLVD.
HIGHWAY
FERRY RD.
OLD SCHOLLS
N. END OF PROJECT
SCHOLLS
Bull Mtn.
S. END OF PROJECT
BULL MTN. RD.
PACIFIC HWY. WEST
BEEF BEND RD

OLD SCHOLLS FRY. RD.-PACIFIC HWY. WEST
S.W. MURRAY BLVD.
WASHINGTON COUNTY

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 4 Pages

Section FARMINGTON ROAD - S. W. ALLEN AVE. Highway F.A.S. 630 County Washington Prefix 534-1446

Res. Engr. R. R. Cameron Approx. Length 0.64 Miles. Sta. ______ to Sta. ______ Date 3-25-70

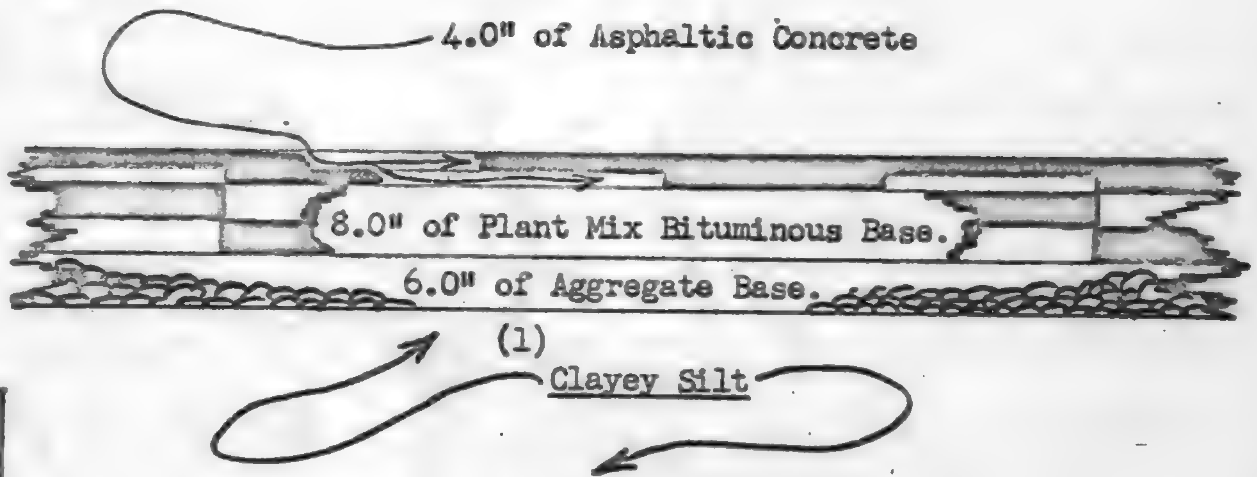
Mean Truck A.D.T. 520 Traffic Coefficient 8.3 18 kip s.a. per day 69.8.

Annual Precipitation 45"± Frost Penetration - - - -.

3-25-70

(1)
Typical Soil

32	LL
5	PI
99	%P 10
88	%P200
1	%Gravel
8	%C Sand
3	%F Sand
61	%Silt
27	%Clay
4	"R" Value


4.0" of Asphaltic Concrete
8.0" of Plant Mix Bituminous Base.
6.0" of Aggregate Base.
(1)
Clayey Silt

CBE Total Req.	Credit	Actual Thick.	
	8.0	4.0	A.C.
	14.5	8.0	P.M.B.
	6.0	6.0	A.B.
28.5	28.5	18.0	

AASHO CLASSIFICATION:

A-4 (8)

MATERIAL SOURCES:

To be determined by the Engineer.

See Page 2 for remarks.

RECEIVED
APR 1 - 1970
FOR FILING

SU-5
7552

NOTED
F. B. KLABOE

Hdq.
S.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer

Submitted by E. J. Gregg
for Staff Assistant

Recommended by J. E. Wilson
Asst. Engineer of Materials

SECTION: FARMINGTON ROAD - S. W. ALLEN AVE.

HIGHWAY: F.A.S. 630

COUNTY: Washington

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Aggregate Base	Aggregate Base	"CBE" Total Requirement	Actual Thickness
7.0 - 8.0	3.5"	6.0"	—	7.5"	25.5"	17.0"
6.0 - 7.0	3.0"	4.0"	—	9.0"	22.0"	16.0"
5.0 - 6.0	2.0"	—	2.0"	12.5"	18.5"	16.5"
Cars Only	2.0"	—	2.0"	7.5"	13.5"	11.5"

Remarks:

Aggregate Base and Plant Mix Bituminous Base has been recommended for this project rather than Cement Treated Base and Lime Treated Subgrade due to the high traffic volume and the need to maintain traffic through the project during construction.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Cement Treated Base = 1.8" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base
1.0" Lime Treated Subgrade = 0.8" Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

TRAFFIC ANALYSIS

SECTION: FARMINGTON ROAD - S. W. ALLEN AVE.

HIGHWAY: F.A.S. 630

COUNTY: Washington

8000 Present ADT (1970)

4.2 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	263	2.1	552	408	450	183,600
3	65	2.1	137	101	1000	101,000
4	5	2.1	11	8	1250	10,000
5	2	2.1	4	3	3180	9,540
6	0	---	---	---	2570	- - - -
				520 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 304,140

TWENTY YEAR EWL 6,082,800

TRAFFIC COEFFICIENT 8.3

SECTION: FARMINGTON ROAD - S. W. ALLEN AVE.

HIGHWAY: F.A.S. 630

COUNTY: Washington

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

Traffic Classification: See attached sheet

Soils Characteristics: See design chart attached

Weather: See design chart attached

Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
Remarks: ____

Cost Comparisons: See remarks

Secondary Factors Governing Selection

Adjacent Existing Pavements: Asphaltic Concrete or Oil

Stage Construction: Not applicable

Depressed, Surface, or Elevated Design: Surface

Conservation of Aggregates: See remarks

Stimulation of Competition: See remarks

Construction Consideration: See remarks

Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers Asphaltic Concrete

Traffic Safety: Not a problem

Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.64± mi.) project. See Items 6 and 12, also Page 2 for remarks regarding traffic.

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MAR 30 1970
OF FILING

511-508(5)
255

REFERRED TO
Klabo
BY DEPUTY STATE HIGHWAY ENGINEER

1859

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

March 17, 1970

NOTED
F. B. KLABOE

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
Highway Building
Salem, Oregon 97310

Attention Mr. L. H. Young

HIGHWAY DIVISION PROJECTS--
Pleasant Valley-N. Beaver Creek Section Oregon Coast Highway
NE. 60th Ave.-Sandy Blvd. Section NE. Portland Highway
Eagle Creek-Estacada Section Clackamas Highway
Farmington Rd.-SW. Allen Ave. Section FAS 630
Esplanade St.-Ft. Klamath Rd. Section FAS 415

The above-named projects have been coordinated with the interested state agencies and all concur, with the provision that Highway Safety Program Standard No. 312 will be complied with.

Care must be taken on the Eagle Creek-Estacada section to protect fully the fish runs on Eagle and Currins Creeks. The silt loads should not exceed 5 Jackson Turbidity Units and water pollution should be avoided. To this end, the Eagle Creek Bridge plans should be coordinated with the Fish and Game Commissions.

We concur in these projects and note that their accomplishment will alleviate traffic flow on the sections being improved.

Ed

Edward G. Westerdahl, II

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Young
BY [illegible]

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OFFICE OF
STATE HIGHWAY ENGINEER

Original to Young
3-23-70

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MAR 2 - 1970
FOR FILING

SU-528(5)
7552

February 26, 1970

Mr. Homer Chandler
Executive Secretary
Columbia Region Association
of Governments
429 S. W. Fourth Avenue - Suite 500
Portland, Oregon 97204

bc
Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
H. S. Cox
D. J. Barbee
F. B. Crandall
A. E. Johnson
L. W. Rulien
R. E. Royer

Dear Mr. Chandler:

We are submitting to you two copies of a map and data sheet showing the location of three different projects for your review in conformance with Section 204 of the Demonstration Cities and Metropolitan Development Act. These projects are:

1. N. E. Portland Highway, US30 Bypass (N. E. 60th Avenue-Sandy Boulevard Section).

2. Clackamas Highway (Eagle Creek-Estacada Section).

3. Murray Boulevard, FAS630 (Farmington Road-S. W. Allen Avenue Section).

Your cooperation in this matter will aid in programming Federal-aid projects in the Portland Metropolitan Area.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

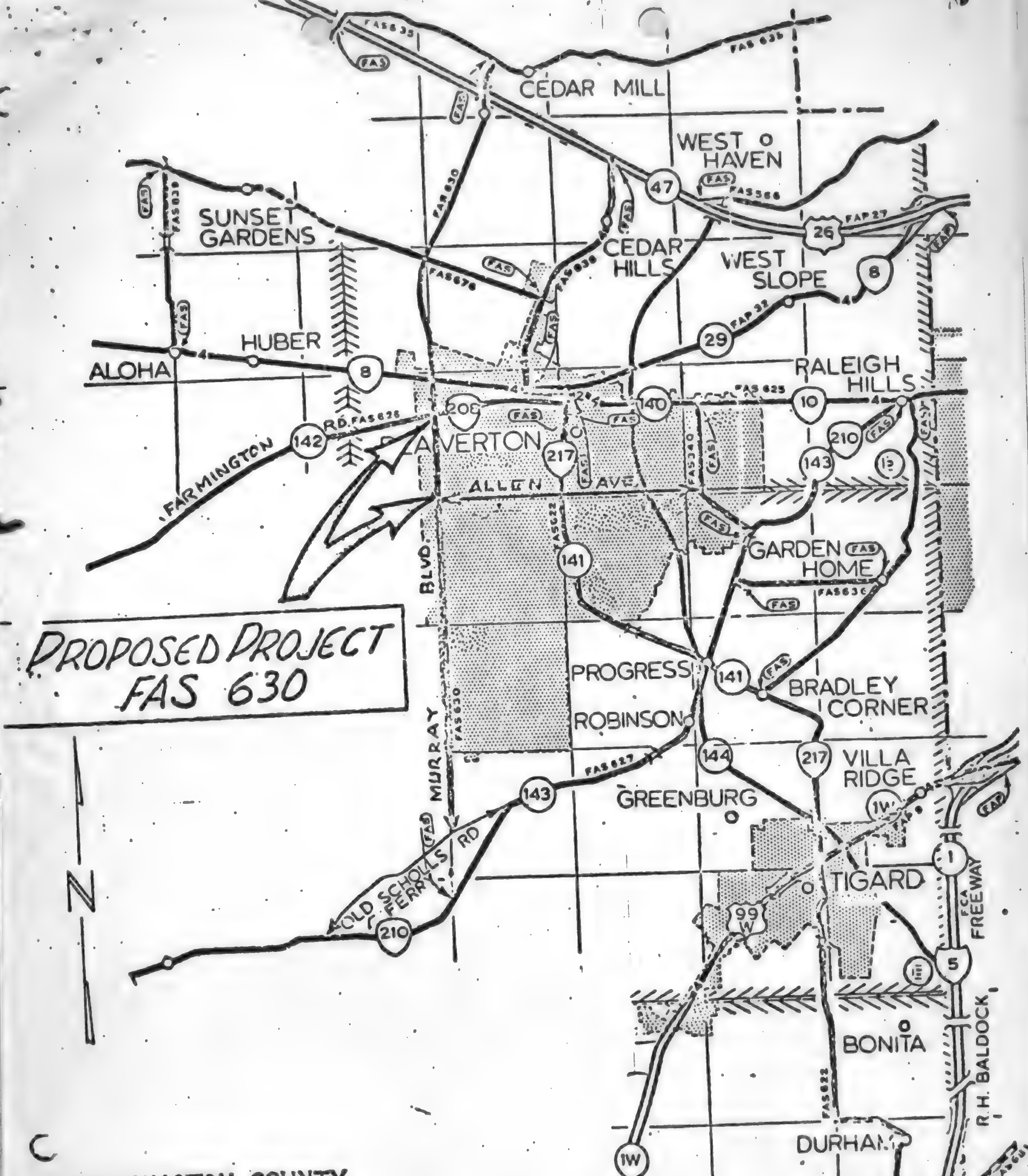
Enc.

WDA:ap ja

PROJECT DATA

Murray Boulevard, FAS 630
Farmington Road-SW Allen Avenue Section
Washington County

Project Description:	This project is to widen the existing two-lane facility to four lanes. The facility will be 68 feet between curbs with four, 12-foot travel lanes and a 16-foot median. The project also includes construction of five-foot fool paths on each side.
Length of Project:	0.64 mile
Estimated Cost:	$217,000
Right-of-way:	Some right-of-way will be acquired.
Traffic:	8,000 (1970 ADT), 16,800 (1990 projected ADT)
PVMTS Study:	This project lies within the PVMTS area.


CEDAR MILL
WEST HAVEN
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CEDAR HILLS
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HUBER
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RALEIGH HILLS
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BEAVERTON
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FARMINGTON
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ALLEN AVE
GARDEN HOME
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BLVD
MURRAY
PROGRESS
141
BRADLEY CORNER
ROBINSON
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217
VILLA RIDGE
GREENBURG
143
1W
1
OLD SCHOLLS FERRY RD
TIGARD
99 W
210
5
FREEWAY
BONITA
R.H. BALDOCK
DURHAM
1W
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N
FAS

PROPOSED PROJECT FAS 630

WASHINGTON COUNTY

Farmington Rd. - S. W. Allen Ave.

EB 17 1970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

SU-508(5)
7552

February 16, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are the completed Notices of Intent to apply for federal assistance for five federal-aid highway projects as follows:

State Administrative District No. 1

Federal Aid Primary and Federal Aid Secondary	Pleasant Valley-N. Beaver Creek Section Oregon Coast Highway

State Administrative District No. 2

Federal Aid Urban	N. E. 60th Ave.-Sandy Blvd. Section N. E. Portland Highway
Federal Aid Secondary	Eagle Creek-Estacada Section Clackamas Highway
Federal Aid Secondary, County	Farmington Rd.-S. W. Allen Ave. Section FAS 630

State Administrative District No. 11

Federal Aid Secondary, County	Esplanade St. - Ft. Klamath Rd. Section FAS 415

The estimated date of filing for federal funds on these projects varies from April 10 to July, 1970. In order that these dates and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
R. L. Schroeder
H. S. Cox
B. L. Gifford
R. N. Chase

ATTACHMENT B

NOTICE OF INTENT

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency .... State Highway Division .... Salem .... (Address)
Contact Person .... L. H. Young .... 2761 .... (Phone)

1. Project Location
Administrative District .... 2 .... City .... Beaverton ....
County .... Washington .... Special District(s) (if applicable) ....
Other affected jurisdictions/agencies .... CRAG ....

---

2. Federal Program
Common Program Name .... Federal Aid Secondary ....
Authorizing Legislation .... Title 23, USC., Highways .... (Public Law No. and Title)
Fed. Admin. Agency: Dept. .... Department of Transportation ....
Agency .... Bureau of Public Roads ....

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant	130,000	Source of State Agency Share (if any)	
Local Applicant Share	40,000 Wash. Co.	General Fund	-
*State Agency Share	47,000	Other Funds (specify)	-
Other (specify)	-		
TOTAL	217,000	*Total State Agency Share	47,000

*Indicates totals should be equal.

---

4. Estimated Application Filing Date .... June 15, 1970 ....

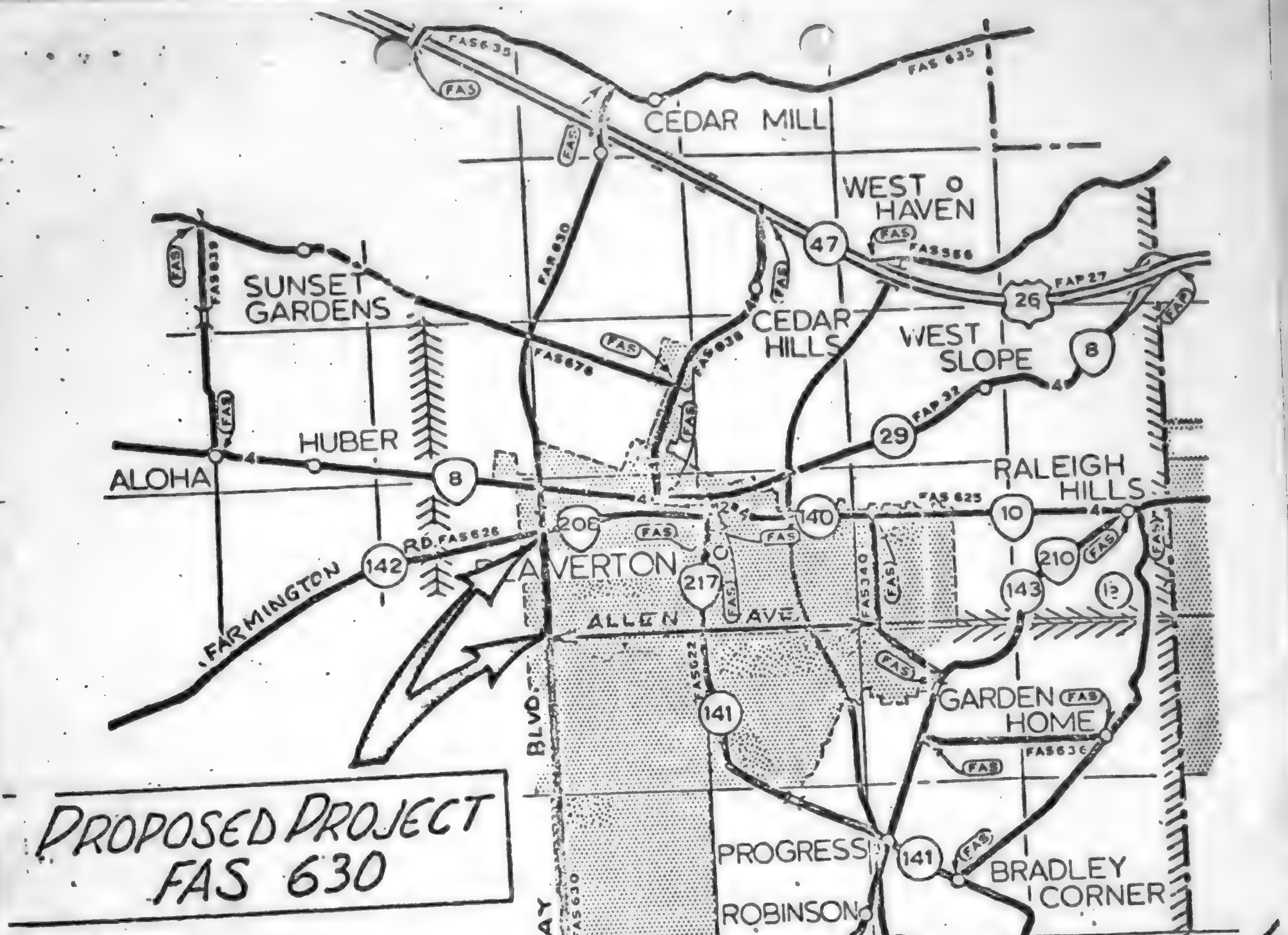
---

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)
Farmington Road - S.W. Allen Ave. Section, FAS 630
Project to consist of preliminary engineering, right of way, acquisition, grading, paving, and incidental work to improve the existing two lane facility to a curbed four lane section.

Length of Project 0.64 mile

Work Narrative This project is to grade, drain, base, curb and pave with A.C. a roadway 68' between curbs having four 12-foot travel lanes, 16-foot median and 2-foot shy distance from the curbs, with 5-foot A.C. foot paths.

See attached map for geographic location.


PROPOSED PROJECT
FAS 630
WASHINGTON COUNTY
CEDAR MILL
WEST HAVEN
SUNSET GARDENS
CEDAR HILLS
WEST SLOPE
HUBER
ALOHA
RALEIGH HILLS
BEAVERTON
FARMINGTON RD.
ALLEN AVE.
GARDEN HOME
PROGRESS
ROBINSON
BRADLEY CORNER
VILLA RIDGE
GREENBURG
TIGARD
BONITA
DURHAM
MURRAY BLVD.
OLD SCHOLLS FERRY RD
FCA FREEWAY
R.H. BALDOCK
FAS 635
FAS 630
FAS 626
FAS 625
FAS 627
FAS 622
FAS 636
FAS 340
FAP 27
FAP 32
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DEC 18 1969
FOR FILING

S11-568(5)
7552

December 17, 1969

Oregon State Highway Commission

Gentlemen:

The attached tabulation describes a proposed Federal-Aid Secondary project on the County System in Washington County.

This proposed project extends from Farmington Road to S. W. Allen Avenue on Murray Boulevard (FAS 630) approximately 0.64 mile. The project is estimated to cost $210,000, of which $42,000 will be the cost to the State.

Originally, the project was included in a larger one (the Old Scholls Ferry Road to Farmington Road) which was approved by the Highway Commission at the April 23, 1964, meeting. On August 23, 1967, at the request of the County, the Highway Commission cancelled the Old Scholls Ferry Road-S. W. Allen Avenue portion, leaving the above shorter section. Approval is again requested for this section because the roadway will be increased from two lanes to four lanes along with the addition of curbs, footpaths, and traffic control signals.

With the increase in costs combined with the additional features, the estimate of this shorter section is the same as the original longer one. The funds set up for the original project will remain and will be applied to this shorter section.

This matter will be on the agenda for the December 23 meeting, and I recommend that it have your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

H. S. Cox
V. E. Skoog
D. J. Barbee
L. H. Young
F. D. Morgan
L. W. Rulien

Attachment

cc: Floyd Query, R. L. Porter, F. B. Klaboe, V. D. Wolfe,
HR:ljt sr

FORM E-30 90M 10-69

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
December 16, 1969

SUBJECT: Proposed FAS-C Project

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached are eleven copies of a tabulation, with a map attachment, describing an FAS project which was requested by Washington County.

This project is on Murray Blvd., FAS 630, and extends from Farmington Road to S.W. Allen Avenue approximately 0.64 mile, and is estimated to cost $210,000, of which $42,000 will be the cost to the State.

Originally this project was included in the Old Scholls Ferry Road to Farmington Road Section which was approved by the Highway Commission at the April 23, 1964 meeting. This project was then surveyed. Then on August 23, 1967, at the request of the County, the Highway Commission cancelled the Old Scholls Ferry Road-S.W. Allen Avenue portion leaving the above section. The Commission's approval is again being requested on this section because the roadway will be increased from two lanes to four lanes with the addition of curbs, foot paths, and traffic control signals. Because of the increase in costs along with the addition of two lanes, curbs, foot paths, and traffic control signals, the estimate of this shorter section approximately equals the estimated cost of the original longer project. The funds which were set up for the original project will remain and will be applied to this shorter section.

If satisfactory, this project should be presented to the Highway Commission for approval at the December 23, 1969 meeting. A draft of a suggested letter to the Highway Commission is also attached.

Harold Reynoldson
Harold Reynoldson
Planning Engineer
County and City Department

HR:ljt
Attachments

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STATE HIGHWAY ENGINEER

~~PROPOSED FISCAL YEARS 1969 & 1970 COUNTY FAS PROJECTS~~

County	FAS	Section and Description	Programmed Amount	FAS Funds
WASHINGTON	630	Farmington Road-S.W. Allen Ave. Sec. Murray Blvd., 0.64 mile. Grade, drain, base, curb, pave and signals. (This project when combined with the section which was cancelled on Aug. 23, 1967, makes up the original project which was approved by the Highway Commission April 27, 1964.)	$210,000	1970

Copy in minutes

(Because the estimate of cost of this shorter, wider project is the same as the estimate for the original project, there will be no change in the funds.)

SUMMARY BY FISCAL YEARS	1969	1970	TOTAL
Allocated Funds	$ 3,969,000	$ 5,089,000	$ 9,058,000
Approved Projects (corrected to date)	3,969,000	2,656,000	6,625,000
Unprogrammed Balance	----	2,433,000	2,433,000
Projects Proposed-December 23, 1969	----	-----	---
Unprogrammed Balance	$ ----	$ 2,433,000	$ 2,433,000

69-i
12/12/69

WASHINGTON COUNTY
Proposed Project (1970 Funds)

FAS 630-Murray Boulevard, Farmington Road-S. W. Allen Avenue Section,
Grade, Drain, Base, Curb and Pave. 0.64 mile. $210,000.

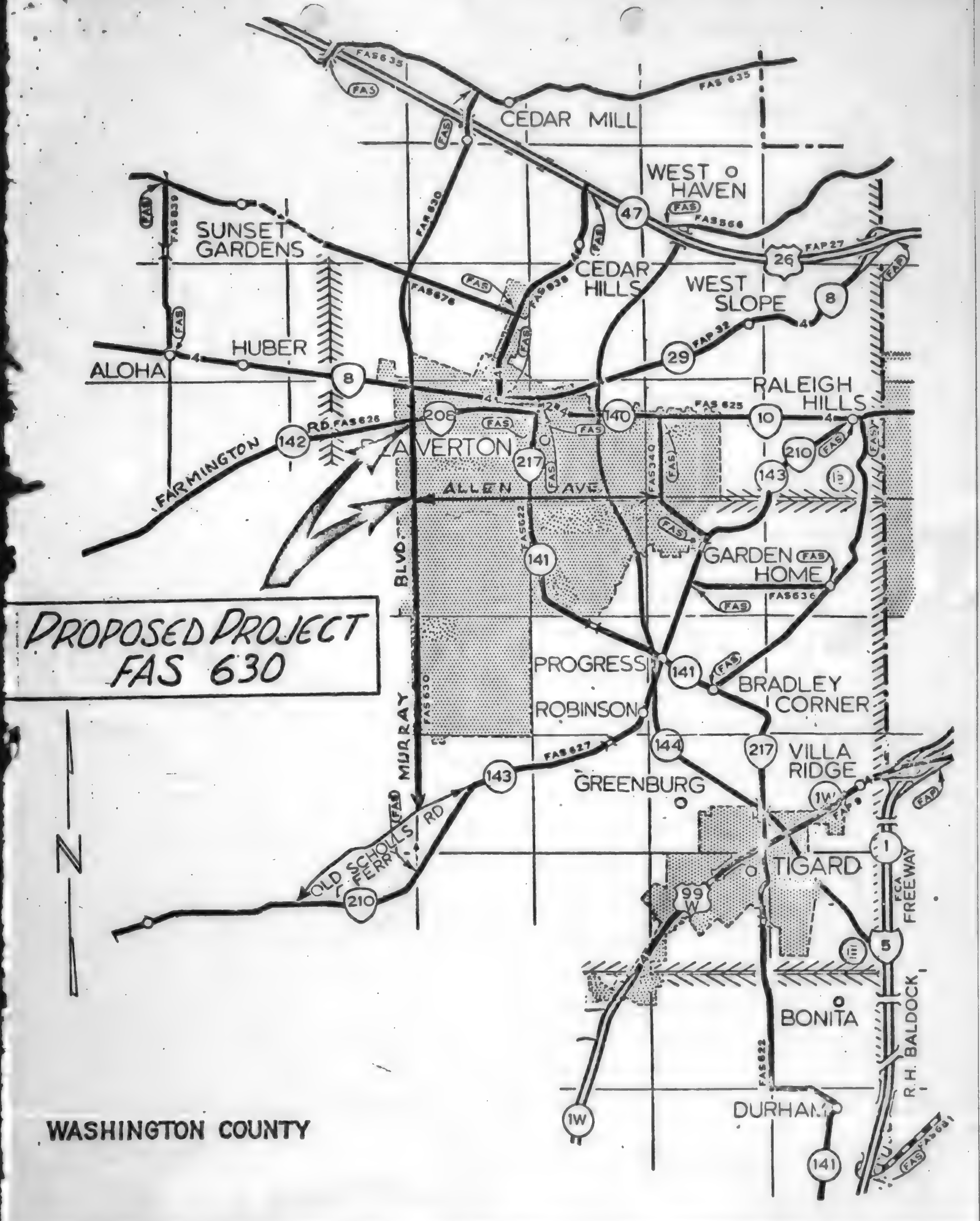
This project will consist of grading, draining, basing, curbing and paving with AC a roadway 68' between curbs, which roadway will have four 12-foot travel lanes, 16-foot median, and 2-foot shy distance from the curbs, with 5-foot AC foot paths. There are to be traffic control signals at the intersection of Murray Boulevard and S. W. Allen Avenue. Signing and striping are to be part of project. Utilities are involved.

State to make survey and plans along with options for additional right-of-way.

Hearing is required.

NOTE: This project was originally approved by the Highway Commission at the April 23, 1964 meeting as part of the Old Scholls Ferry Road-Farmington Road Section. At that time the request was for two 12-foot travel lanes and 8-foot shoulders. Then at the request of the County, the Highway Commission cancelled the Old Scholls Ferry Road-S. W. Allen Avenue portion at the August 23, 1967 meeting, leaving the above portion, which the County is now requesting constructed.

69-i
12/9/69



PROPOSED PROJECT
FAS 630

WASHINGTON COUNTY

CEDAR MILL
WEST HAVEN
SUNSET GARDENS
CEDAR HILLS
WEST SLOPE
HUBER
ALOHA
RALEIGH HILLS
BEAVERTON
FARMINGTON RD.
ALLEN AVE.
GARDEN HOME
MURRAY BLVD.
PROGRESS
ROBINSON
BRADLEY CORNER
GREENBURG
VILLA RIDGE
OLD SCHOLLS FERRY RD
TIGARD
BONITA
DURHAM
R. H. BALDOCK FREEWAY
FAS 635
FAS 630
FAS 639
FAS 676
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FAS 566
FAP 27
FAP 32
FAS 626
FAS 625
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DEC 8 - 1969

SU-508(5)

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12-3-69

NOTED
R. L. PORTER

PREFIX NO. 534-1444

LOCATION PROSPECTUS
OLD SCHOLLS FERRY ROAD-PACIFIC HIGHWAY WEST SECTION
MURRAY BOULEVARD, FAS 630
WASHINGTON COUNTY

HIGHWAY:	Murray Boulevard (S.W. 145th Avenue), FAS 630 Extension.
TERMINI:	Beginning at the intersection of Old Scholls Ferry Road and Murray Boulevard (formerly S. W. 145th Avenue); then southeasterly to Pacific Highway West, this point being at approximately MP 10.8 between Bull Mountain Road and Beef Bend Road.
LENGTH:	The total length of this section will be approximately 2.6 miles.
PROGRAM:	Not programmed.
NARRATIVE:	This will be a location survey to prepare plans, specifications and estimates for grading and paving for the construction of a two-lane roadway. The design center line and right of way will be for a four-lane facility to be completed in the future. This will be new alignment with grade intersections with Scholls Ferry Road (old and new), S.W. 135th Avenue, S.W. Walnut Street, S.W. Gaarde Street, and an interchange at Pacific Highway West (99W). Preliminary reconnaissance conducted by State. No more than routine soils work is anticipated. No special drainage problems are anticipated. No economic analysis has been done by the State. The construction will be subject to approval of FAS status for this route.
CHARACTERISTICS:	Estimated rise and fall 225 feet. Estimated central angle 137 degrees.
STANDARDS:	Class A(2) highway with Class A(4) right of way. Maximum 5 degree curve and maximum 5 percent grade. Deviations from State or AASHO standards are not anticipated. Guard rail will be required.
TYPICAL SECTION:	The main line typical section will consist of two 12-foot lanes with 10-foot shoulders. This will be concentric about a line 20 feet left or right of center line of future four-lane roadway.
STRUCTURES:	Possible interchange structures and box culverts.
ACCESS:	Under County jurisdiction.
MATERIAL:	Suitable material available from private commercial sources. Locations will be referenced during survey.

NOTED
FORREST COOPER

UTILITIES: Routine utility adjustments will be necessary.

AGREEMENTS: Agreements with Washington County will be necessary. An opportunity for a hearing will be offered.

PARKS: None affected.

December 3, 1969
Attachment

Oregon State Game Commission
L. W. Rulien (3)
Bureau of Public Roads (3)
Forrest Cooper
Tom Edwards
F. B. Klaboe
V. D. Wolfe
D. J. Barbee
F. B. Crandall
F. L. Hall
E. S. Hunter
Ivan Merchant (4)
D. H. Moehring (3)
F. D. Morgan
L. H. Young
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J. Johnson
A. D. Olson
R. E. Olson
Jack Rowland
Robert Royer
C. G. Swenson
W. H. Tebeau
F. E. Terpin
F. W. Yarbrough (2)

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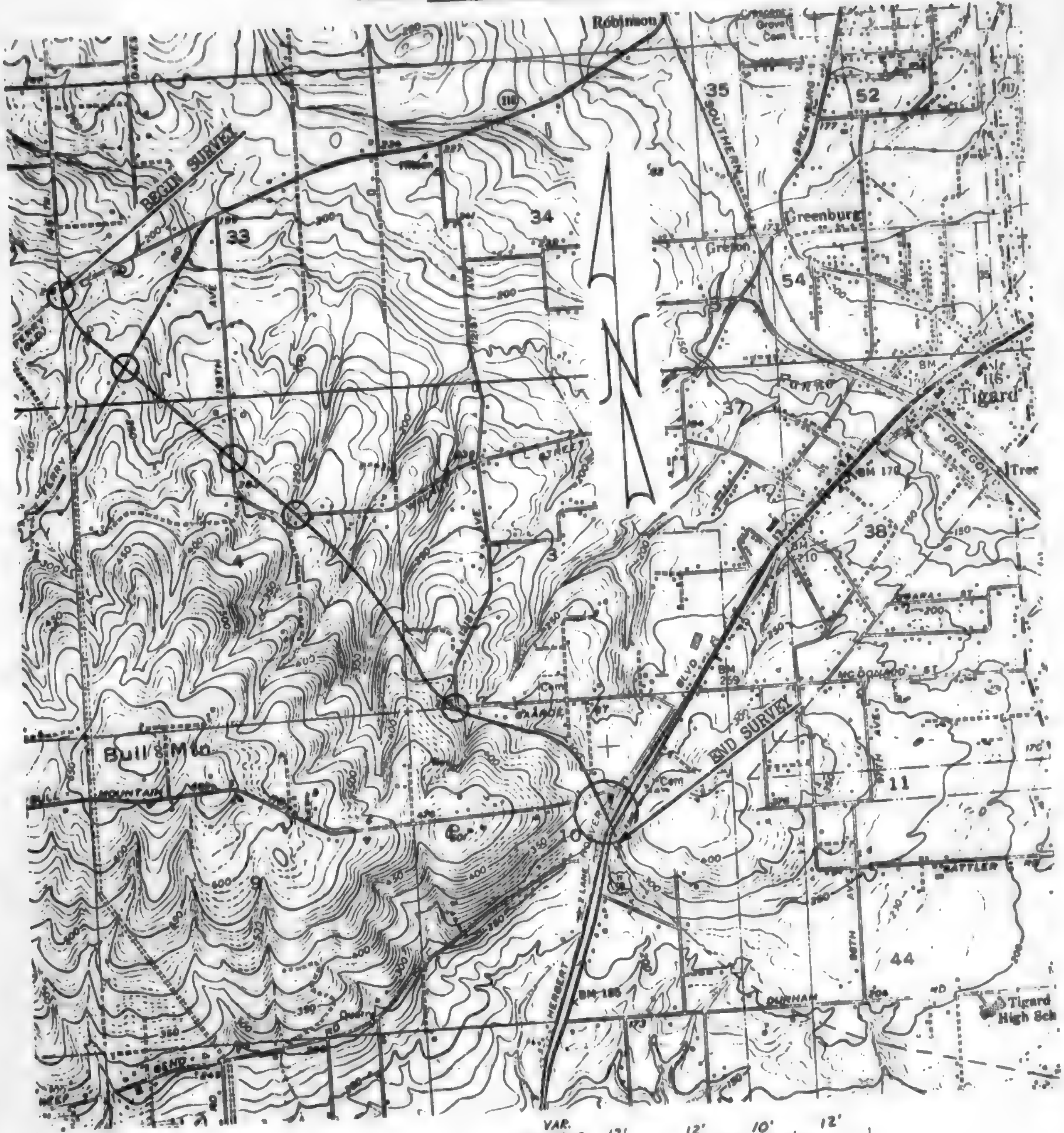
DEC 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

PROSPECTUS MAP

MURRY BOULEVARD F.A.S.630
OLD SCHOLLS FERRY RD. - PACIFIC HWY. WEST SEC.
WASHINGTON COUNTY OCT.,1969

PREFIX 534-1444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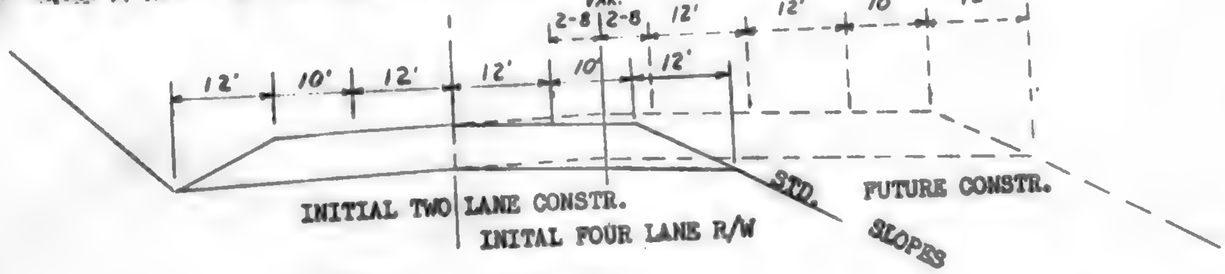
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INITIAL TWO LANE CONSTR.
INITAL FOUR LANE R/W

TYPICAL SECTION

INTERCHANGE STUDY

GRADE INTERSECTIONS

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS
429 S. W. 4TH AVENUE • SUITE 500 • PORTLAND, OREGON 97204 • (503) 226-4331

CLACKAMAS COUNTY, OREGON *Cities in Clackamas County*
CLARK COUNTY, WASHINGTON *Cities in Clark County*
MULTNOMAH COUNTY, OREGON *Cities in Multnomah County*
WASHINGTON COUNTY, OREGON *Cities in Washington County*

November 26, 1969

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Edwards:

This is to inform you that on November 21, 1969, the Executive Committee of the Columbia Region Association of Governments considered the Oregon State Highway Department's applications for the following:

1. designating as a FAS route the proposed Aloha Expressway in Washington County
2. the expansion of the Oswego Highway between Cedar Oak Drive and West Linn.

copy counsel R/W Oswego

The Executive Committee after considerable discussion took the following action:

Counsel R/W Co. Rd. Wash.

a. Aloha Expressway-this was held for further study. The question to which the Committee addressed itself was, what impact if any, will the designation of this proposed route as a FAS project will have on the request of the cities and counties in the Portland area for the inclusion of the Multnomah Boulevard-Johnson Creek Expressway as a part of the FAS system. As you are aware, the counties of Clackamas, Washington, and Multnomah along with the cities of Beaverton, Portland, and Milwaukie consider the Johnson Creek-Multnomah Boulevard project as one of the most urgent needed in our area, thus, they are reluctant to approve another major FAS project such as the Aloha Expressway until such time as they know what relationship it will have with the Multnomah Boulevard-Johnson Creek route. This matter will be on the December agenda.

b. Oswego Highway-the Executive Committee unanimously recommends against the proposed widening of the Oswego Highway between Cedar Oak Drive and West Linn until such time as the complete route between the City of West Linn and the City of Lake Oswego can be developed with the same width and number of lanes running the full distance. They could not find advantages to the proposed widening to justify the favorable review and recommendation.

Sincerely yours,

Homer C. Chandler

Homer C. Chandler
Executive Director

HC0pw

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DEC 3 1969
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STATE HIGHWAY ENGINEER

DEC 4 1969

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AG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS
429 S. W. 4TH AVENUE • SUITE 500 • PORTLAND, OREGON 97204 • (503) 226-4331

CLACKAMAS COUNTY, OREGON
Cities in Clackamas County
CLARK COUNTY, WASHINGTON
Cities in Clark County
MULTNOMAH COUNTY, OREGON
Cities in Multnomah County
WASHINGTON COUNTY, OREGON
Cities in Washington County

November 25, 1969

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Edwards:

The Executive Committee of the Columbia Region Association of Governments has reviewed the application of Oregon State Highway Commission for a Federal grant in the amount of $ ______ to assist in the acquisition, planning, construction of:

To include on the FAS routes in Washington County the extension of existing FAS Route 630, Murray Boulevarde from Scholls Highway East of Tigard to I-5 at the Lower Boones Ferry Road Interchange.

The Executive Committee found on November 21, 1969 that the proposed project meets a regional need and is in conformance with the regional plans. Therefore, we request favorable action of the Federal Agency handling this application.

Sincerely,

Homer C. Chandler

Homer C. Chandler
Executive Director

HCC:jec

Copy- Klaboe
Schroeder w/maps
12-3-69

RECEIVED
DEC 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Young - Com. Barber
12-4-69

11-568(5)
7552

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
H. S. Cox
D. J. Barbee
F. B. Crandall

A. E. Johnson
L. W. Rulien
R. E. Royer

October 16, 1969

Mr. Homer Chandler, Executive Secretary
Columbia Region Association of Governments
429 S. W. Fourth Avenue, Suite 500
Portland, Oregon 97204

See corresp R/W Rds - Wash Co Aloha Expressway

Dear Mr. Chandler:

We are submitting to you two copies of a map showing the addition of two FAS routes in Washington County. One route addition involves the extension of existing FAS Route 630, Murray Boulevard, from Scholls Ferry Highway east of Tigard to I-5 at the Lower Boones Ferry Road Interchange. The other addition involves the PVMTS recommended Aloha Expressway from the Sunset Highway to I-5.

Those routes are being submitted for your review pursuant to Bureau of Public Roads IM 21-12-67. We would like to emphasize that the review should be upon the designation of the two routes and their inclusion in the Federal-aid Secondary System and not, at this time, for construction purposes.

Attached are sheets containing pertinent project data to assist you in your review. In addition to review comments, we request that you indicate on the enclosed maps the future land use in adjacent areas. A color code identifying the future land uses for a short distance along each side of both projects would be adequate.

Upon completion of your review, please forward your comments and the land use maps to Mr. Robert E. Royer, Assistant Planning Survey Engineer, in our Traffic Engineering Section.

Your cooperation in this matter will aid in the programming of Federal-aid projects in Washington County.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards

WDA:ap ja

Enc.

EGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem
October 9, 1969

ton

SUBJECT:

~~Mr. K. L.~~ Schroeder
To: Assistant Traffic Engineer
BUILDING

Attached are maps and route data covering the addition of two FAS routes in Washington County. Will you please submit this proposal to CRAG for review and comment pursuant to IM 21-12-67, and prepare documentation materials pursuant to IM 50-2-65 for subsequent submittal to the BPR for route approval.

The one route addition involves the extension of existing FAS route 630, Murray Boulevard (formerly 145th Avenue) from the Scholls Highway east of Tigard, southeasterly to I-5 at the Lower Boones Ferry Road Interchange. Mr. W. H. Tebeau recently made a reconnaissance study of this route and it is on the basis of that study that Washington County now wishes to place the route on the FAS system.

The other addition to the system involves the recently proposed Aloha Expressway generally following the westerly and southwesterly PVMTS Cordon Line from the Sunset Highway to I-5.

Correct R/W to Rds Wash

Both proposed routes have been included in the G-5 Future Test System of the Portland-Vancouver Metropolitan Transportation Study.

R H Prange
R. H. Prange
Field Engineer
County-City Division

RHP:ljt
cc: ~~P.~~ B. Klaboe
D. J. Barbee
L. H. Young

ROUTE DATA

Murray Boulevard Extension
Washington County

Route Description: Beginning at the Pacific Highway (I-5) at the Boones Ferry Road Interchange in north Tualatin, thence northwesterly to the existing southerly terminus of Murray Boulevard at the Scholls Highway.

Length: 5.1 miles

Type of Service: Local arterial traversing, farming, suburban and urban areas, and serving such cities and communities as Beaverton, King City, Tigard, Durham and Tualatin. It will provide service to residential areas, schools, and business districts, and will connect four state highways.

Type of Traffic: Residential, commercial, industrial, commuter, and regional through traffic.

Projected ADT: 9,600 ADT (1990 G-5 test loading)

ADT on Existing Murray Blvd.: Maximum, 7,500 at north end
Minimum, 210 at south end

Existing Facilities: None (Route is generally located through open areas with no use of existing facilities)

Future Facilities: County proposes to initially construct a two-lane facility on right-of-way to be acquired for an eventual four-lane expressway.

RHP:ljt
10/9/69

RECEIVED
NOV 12 1969
FOR FILING
SU-508(5)
7552

4T
9-30-69

October 3, 1969

Board of County Commissioners
Washington County
Courthouse
Hillsboro, Oregon 97123

MISC. CONTRACTS and
AGREEMENTS No. 3829

Attention: Roger Thomssen
Director of Records & Elections

copy and Bridge on Tualatin

Gentlemen:

Attached for your records are two fully executed copies of agreements covering the survey and design work on the bridge crossing the Tualatin River and an extension of Murray Boulevard southeasterly to a connection with the Pacific Highway West near King City.

We have retained fully executed copies of each agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION
By
C. W. Head, Assistant Secretary

fhm
Attachments

cc H. S. Cox
(conformed agreements attached)

RECEIVED
SEP 26 1969
FOR FILING

Covel
n/a
Co Rds Wash.

September 26, 1969

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the September 30 meeting will be two separate, but very similar, letter-form agreements concerning the State's prosecution of certain survey and design work for Washington County.

One project involves a bridge crossing the Tualatin River which has nearly collapsed and is now being dismantled by the County. The other project is on the proposed extension of Murray Boulevard (formerly S. W. 145th Avenue), FAS 630, southeasterly to a connection with Pacific Highway West (99W) near King City.

The County has requested that these routes be placed on the Federal-aid Secondary System and, upon route approval, it intends to apply for FAS-C projects. There is no reason to believe the County's requests would be denied. The County's desire now is to proceed with the necessary survey and design work, when State personnel is available, in anticipation of more rapid progress in preparing the projects for contract at the earliest possible time. If, for some unforeseen reason, the County requests for FAS route and project approval were rejected, the County agrees to pay the costs of the survey.

I recommend your approval of the two proposed agreements and request authority for the Secretary to sign the documents for and on your behalf.

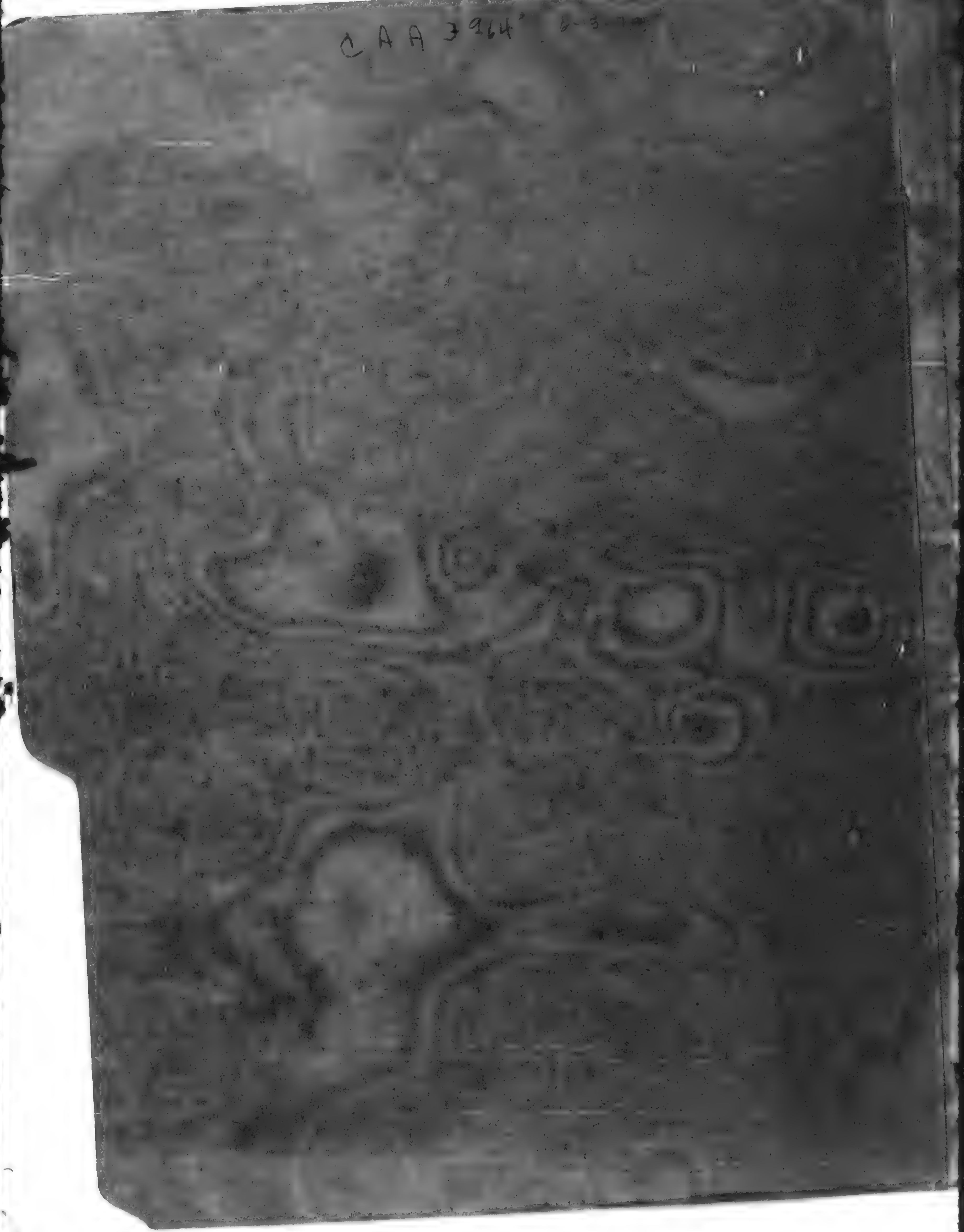
Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
F. D. Morgan
H. S. Cox
L. W. Rulien

MCH:ljt sr

T-5007(1) NW Walnut Blvd.-NW Taft Ave. 1971
on NW 29th Ave. & NW Walnut Blvd.
#7553 in Corvallis (Grad. & Pav.)


CAA 3964
6-5-7

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY DEPARTMENT INVOICE

NO. 111921

FORM A-150 (3-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-15-73	CC-1358		2-0603-299

. City of Corvallis
. City Hall
. Corvallis, Oregon 97330
.

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Mr. C. Dean Smith, Manager			
Final Billing : TOPICS PROJECT T-5007(1) NW Walnut Blvd.- NW Taft Ave. Section NW 29th Street Contract # 7553 Covered by agreement dated 6-11-70			
Advance Deposit		11,850.00	
Amount previously transferred		9,850.00	
Balance Advance Deposit			2,000.00
Costs as per attached sheet		10,502.68	
Less amount previously transferred		9,850.00	652.68
To be Refunded			$ 1,347.32

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COUNTY & CITY SECTION
JUN 19 1973
☑ ENGR. ☑ COOR. ☑ GE ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

ACKNOWLEDGMENT OF BILLING REQUEST

OREGON STATE HIGHWAY DIVISION

Form A-101—(7-66)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Corvallis
City Hall
Corvallis, Oregon 97330

Attention of Mr. C. Dean Smith, Manager

Request No. (assigned by staff engineer or head of division) cc-1358

Date June 11, 1973

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: TOPICS PROJECT T-5007(1)
NW Walnut Blvd.-NW Taft Avenue Section
NW 29th Street
Contract #7553

Covered by Agreement dated 6/11/70

Itemized Statement: Advance Deposit 11,850.00

Quantity	Unit	Description	Unit Price	Amount
		Costs as per Attached Sheet		10,502.68
		To Be Refunded To City		1,347.32
		☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE ☑ UPE ☑ CE ☑ RE ☑ RPE ☐		
		(Advance Deposit File #500701)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 11,850

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 9,850

Give the number of the last previous request in connection with this same service. cc 1320

Credit distribution: 2-0603-299

Submitted by: RICHARD BLADORN

Approved: Division Engineer

Approved: HS Cox by RS
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

PROJECT COST SUMMARY

TOPICS PROJECT T-5007(1)
NW Walnut Blvd.-NW Taft Avenue Section
NW 29th Street
City of Corvallis
Contract #7553

Preliminary Engineering		$ 2,094.27
Payments to Contractor		48,841.97
Construction Engineering		5,952.42
Equal Opportunity Program Expense		51.15
TOTAL PROJECT COST		$56,939.81
Federal Funds Collected		36,190.94
		$20,748.87
Non-participating (Federal Aid) Items:		
Final contract payment summary	$106.68	
Preliminary engineering	2.00	
Construction engineering in excess of 10%	147.82	
TOTAL	$256.50	256.50
Amount to be equally shared by City & State		$20,492.37
City share per agreement dated 6/11/70:		
50% of 20,492.37	10,246.18	
100% of non-participating items	256.50	10,502.68
City's Advance Deposit (5/10/71)		11,850.00
BALANCE TO BE REFUNDED TO CITY		$ 1,347.32

F.A. No.	Cont.#	Prefix	Description	F.A. Funds	Date
F-102 (13)	7467	33-1003	Gap-Tygh Grade Summit	1,176,227.63	3/28/7
F-318 (12)	7531	26-1038	Vista Ridge Tunnel	41,845.29	
-80N-2(42) 39	7545	614-1070	Multnomah Co. Line-E. Cascade Locks	112,309.03	
-80N-3(61) 71	7654	633-1004	Memaloose Safety Rest Area	6,668.35	
-5007(1) -	7553	2-0603	N.W. Walnut Blvd-N.W. Taft Ave CORVALLIS	36,190.94	
T-5023(2)	—	23-0602	SW 3rd Ave - SW 5th Ave	2,156.43	
SU 476(4)	7487	518-1018	Esplanade St - Fort Klamath	264,250.43	5-11-7
S 574 (1)	7365	530-1011	Walla Walla River (Joe West) Bridge	52,659.85	
I-5-2 (65) 100	7559	610-1034	Canyonville Interchange	33,390.56	
I-5-4 (66) 206	7272	622-1033	Oak Grove Safety Rest Area	513,450.13	
-5-5(49) 284	7502	634-1048	E. Portland Freeway - Hubbard Inter.	134,577.08	
I 205-7(16) 294	7508	603-1014	S. West Linn - Tualatin River	182,603.12	
I-205-7 (19) 290	7468	634-1047	Tualatin River - Pacific Hwy	286,939.62	
-405-8(26) 302	7500	626-1031	SW Hall - SW Alder	86,796.50	
T 5007 (3) -	7506	2-0601	N W Circle - NW Spruce Ave	32,950.09	
5025 (11)	—	3-0604	Pearl St & Warner-Milne Rd	1,508.38	
ERFO 224 (1)	—	21-4718	Cascade Head Slide	40,183.27	
I-5-1(15)	—	615-2506	12th - N. Ashland Interchange	1,301,377.72	6/7/73
I-5-1 (26)	—	615-2508	N Ashland Inter. - S Ashland Inter	551,026.21	
HPR 1 (7)	—	Various	—	1,232,296.28	
HPR 1 (8)	—	✓	—	1,393,849.05	

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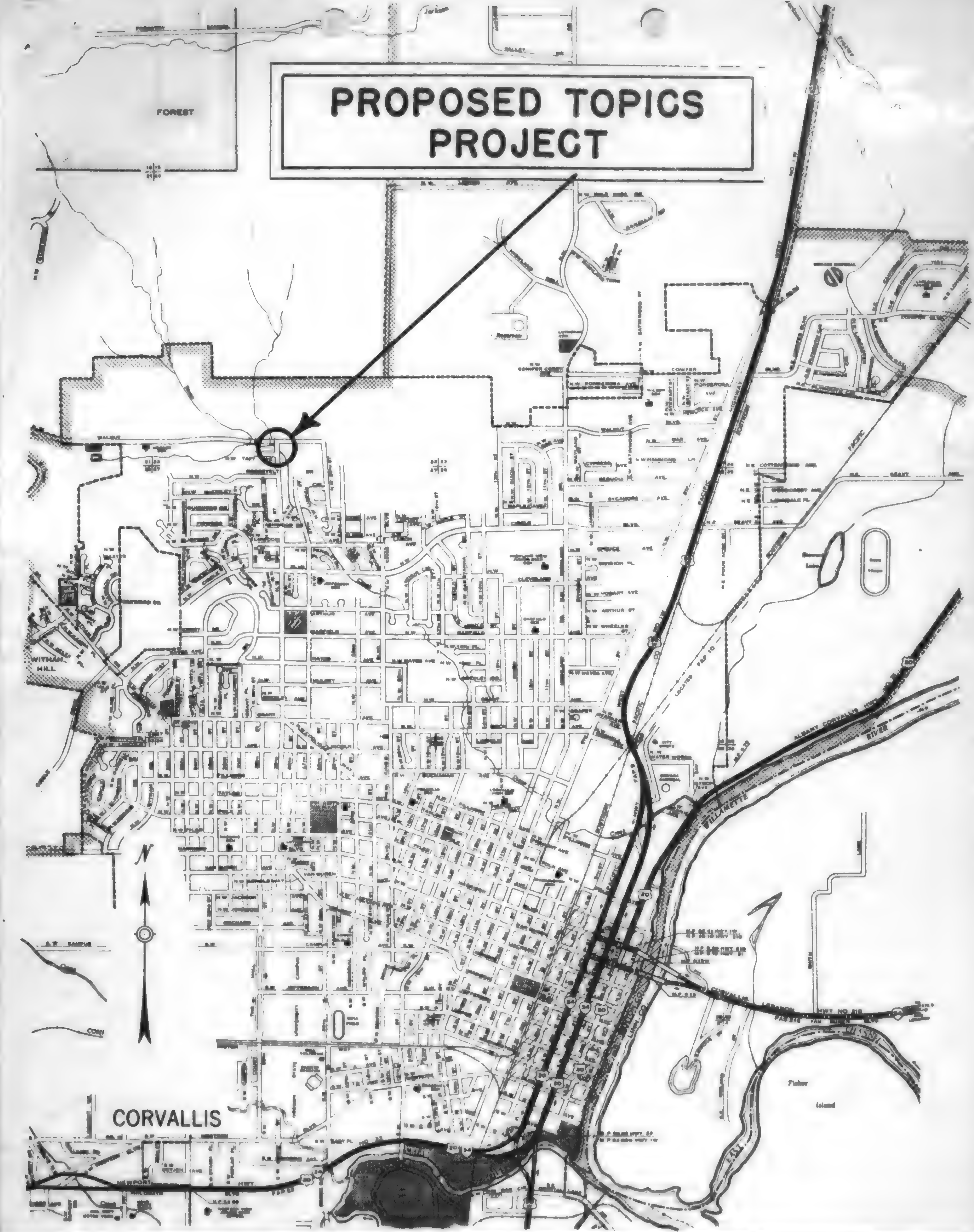
COUNTY & CITY SECTION
JUN 11 1973
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

STA[illegible]ENT OF COSTS INCURRED UNDER PROJECT AG[illegible]ENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N.W. WALNUT BLVD.-N.W. TAFT AVE. (CORVALLIS) SECTION					
	BENTON COUNTY					
	Preliminary Engineering Type Code P.E.					
	Preliminary Engineering	All	Required		$ 2,094.27	
	Total Preliminary Engineering Cost				$ 2,094.27	
	Construction Type Code 6201 Roadway (Walnut Blvd. Sta. 27+40 to Sta. 33+50) (29th St. Sta. 8+14 to Sta. 10+10.5) (Contract No. 7553)					
	Final Contract Payment Summary	Lump	Sum		$50,141.97	
	Total Construction Cost				$50,141.97	
	Construction Engineering State	All	Required		$ 5,952.42	
	Liquidated Damages Final Contract Payment Summary	Lump	Sum		$(1,300.00)	
	Miscellaneous Project Costs Equal Opportunity Program Expense	All	Required		$ 51.15	
	Total Participating Cost				$56,939.81	
	Nonparticipating Items					
	Final Contract Payment Summary	Lump	Sum		$ 106.68	
	Preliminary Engineering	All	Required		2.00	
	Construction Engineering	All	Required		147.82	
	Total Nonparticipating Cost				$ 256.50	
	Total Cost				$57,196.31	

AMOUNT CARRIED FORWARD......


PROPOSED TOPICS PROJECT
FOREST
WITHAM HILL
N
CORVALLIS
WILLAMETTE RIVER
ALBANY CORVALLIS HWY
Fisher Island

#7553

STATE COPY

S

Monthly transaction number 12-51	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION Bureau of Public Roads	State Oregon
Project report number 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Benton
Modification number 1	(PPM 21-7) 12-15-72	Project number T-5007 (1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 14, 1971, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 55,641.00	$ 56,939.81
Federal funds	$ 35,354.00	$ 36,190.94
Other revisions		

This modification is made for the following reasons:

Based on final voucher

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 15th day of December, 1972.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Oregon State Highway Division
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By Leland R. Backlund
for (Division Engineer)

By ________________

____
(Title)

By ________________

____
(Title)

Form PR-2A (Rev. 4-70) Existing stocks of Form PR-2A (Rev. 10-68) will be used.

#7553

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 5-58

PROJECT REPORT NO. 5

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

5-14-71

STATE Oregon

COUNTY Benton

PROJECT NO. T-5007(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St. Corvallis N.W. 29th St.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING	5-20-70	0.153
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-7-71	0.153
OTHER (Specify)		

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT $ 55,634.00

FEDERAL FUNDS $ 35,354.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official Name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By
For: R. E. Simpson
(Division Engineer)

Date executed by Division Engineer 14 MAY 1971

FORM PR-2 (REV. 1-70)

PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division

Federal Aid
Project No. T-5007(1)

N.W. WALNUT BLVD.-N.W. TAFT AVE. (CORVALLIS) SECTION

N.W. 29TH ST., BENTON COUNTY

Salem, Oregon, May 11, 1971

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$ 2,500.00

Type Code 6201
Roadway (Walnut Blvd. Sta. 27+40 to Sta. 33+50) (29th St. Sta. 8+14 to Sta. 10+10.5)

Temporary Protection and Direction of Traffic	All Required		$ 4,950.00
Clearing and Grubbing	All Required		3,500.00
General Excavation	4,160 cu.yd.	1.90	7,904.00
Trench Excavation	85 cu.yd.	11.75	988.75
1" - 0 Aggregate Base	2,300 ton	3.50	8,050.00
Class B Asphalt Concrete	580 ton	9.30	5,394.00
Class A Concrete in Box Culvert	80 cu.yd.	130.00	10,400.00
Reinforcement in Box Culvert	13,000 lb.	0.20	2,600.00
Metal Parapet Railing, 2 Pipe	70 lin.ft.	15.70	1,099.00
Concrete Inlet, Type P	2 only	150.00	300.00
Guardrail, Type 2A	55 lin.ft.	8.00	440.00
Concrete Curb	24 cu.yd.	69.50	1,668.00
Loose Riprap, Class 700	40 cu.yd.	10.00	400.00
Adjust Manholes	2 only	100.00	200.00
			$47,903.75

Flagging (60% of contractor's cost)	All Required	$ 200.00
Erosion Control	All Required	200.00
		$ 400.00

Subtotal	$48,303.75
10% Engr. & Cont.	4,830.25
Total	$53,134.00

Length of Project 0.153 mile
Cost of Roadway per mile $347,281.05

Retained in Program Status

SS-1 Asphalt in Watering	All Required	$ 200.00
12-inch Storm Sewer Connected to Box Culvert	All Required	200.00
	Subtotal	$ 400.00
	10% Engr. & Cont.	40.00
	Total	$ 440.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	Other Funds
Preliminary Engineering	$ 2,500.00	$ 1,588.00	$ 456.00	$ 456.00
Roadway	53,134.00	33,766.00	9,684.00	9,684.00
Subtotal	$55,634.00	$35,354.00	$10,140.00	$10,140.00
Retained in Program	400.00	254.00	73.00	73.00
Total	$56,034.00	$35,608.00	$10,213.00	$10,213.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Prefix 2-0603

Contract No. 7553

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY DEPARTMENT INVOICE

NO. 110081

FORM A-190 (3-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-25-72	cc 1320		2-0603-299

City of Corvallis
City Hall
Corvallis, Oregon 97330

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
☑ ENGR. ☑ COOR. ☐ BE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Anthony Groh, Public Works Director			
Advance Deposit			$ 11,850.00
Partial transfer of advance deposit for construction of the N.W. Walnut Blvd. - N.W. Taft Ave. Section of N.W. 29th Ave. TOPICS Project; Contract # 7553			$ 9,850.00
Covered by agreement dated 6-11-70			
to be retained			$ 2,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $ ____________

By ____________

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-69)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF CORVALLIS
CITY HALL
CORVALLIS, OREGON 97330

Attention of Anthony Groh, Public Works Director

Request No. (assigned by staff engineer or head of division) cc 1320

Date October 24, 1972

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

T-5007(1)

Advance Deposit $11,850

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of the N.W. Walnut Blvd.-N.W. Taft Avenue Section of N.W. 29th Ave. TOPICS Project. Contract #7553. Covered by agreement dated 6/11/70. TO BE RETAINED		9,850 $ 2,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 11,850

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
2-0603-299

Submitted by: RICHARD BLADORN
Richard Bladorn

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

RECEIVED
COUNTY & CITY SECTION
SEP 18 1972
☐ ENGR. ☐ COOR. ☐ JE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

TOPICS PROJECT EVALUATION REPORT

September 15, 1972

Location: N.W. 29th Street and Dixon Creek Crossing to Walnut Blvd.

Type: Construction of Double Box Culvert Structure and Street Continuity Project

Purpose of Project:

The improved portion of N.W. 29th Street (prior to TOPICS Project), terminated at Dixon Creek, approximately 150 feet south of Walnut Blvd. Continuity was required to connect N.W. 29th Street to N.W. Walnut Blvd. The only connection to Walnut Blvd. at that time was to the east of 29th Street, over a number of residential access streets connecting to Circle Blvd. at 23rd Street.

Major development along Walnut Blvd. was undertaken in late 1967. Construction of a new elementary school, located approximately 2500 feet to the west of 29th Street was opened in September of 1968, and currently has an enrollment of approximately 330 children. Opposite the school area on the north side of Walnut Blvd., a 124 lot subdivision was platted in the Timberhill development. This development totals 800 acres, of which this first housing project is the initial phase. Construction of sanitary sewers, water lines, and residential streets was undertaken during the summer of 1970. N.W. 29th Street extends to the north beyond Walnut Blvd. into this new development, and serves as a collector street for the general area.

Project Completion and Evaluation:

Construction of the double box culvert at Dixon Creek and all paving was completed on the evening of September 12, 1971, and opened to traffic the morning of September 13, 1971.

This "Traffic Operations Program to Increase Capacity and Safety" has proven to be an effective individual improvement to the overall plan and development of the northwest section of the city. Since the time that the project was initially undertaken, further residential home development is underway in the Queens View (72-home) subdivision. A sidewalk improvement district has also been completed along the west side of 29th Street from the double box culvert constructed under this project, and runs continuously on the south side of Walnut Blvd., to Hoover School. Without the bridge structure on 29th Street at Dixon Creek, we would not have been able to provide continuous sidewalk for the school children attending Hoover Elementary School. The improvement project has also provided decreased travel times to the northwest portion of the city via N.W. 29th Street.

The traffic accident record at this intersection reveals only one minor accident in a one year period, from September of 1971 to September of 1972. Since the intersection was created under this TOPICS improvement project, we have no basis with which to compare any other past accident record.

The intersection of 29th Street and Walnut Blvd. will continue to experience increased traffic volumes as residential home construction continues in the northwest area.

In summary, the City is well pleased with the TOPICS project that has been operational for approximately one year, and we look forward to deriving future benefits through improvement projects under the TOPICS program.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: September 6, 1972

In reply refer to: 10-35-FA/406.14

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Evaluation of TOPICS Projects

In an effort to assemble data for the preparation of the annual report on TOPICS projects as required by Section 135(d), Title 23, USC, our Washington office has requested an evaluation of the effectiveness of the following projects:

Completed.

T-5010(1) Pacific Highway at Roosevelt Blvd., Eugene } 9-16-71
T-5010(2) Pacific Highway at Prairie Road, Eugene
T-5010(3) Mohawk Road to "I" Street, Springfield - 6-8-72
T-5025(1) SE 67th Ave.-SE 92nd Ave., Portland - 10-5-71

Mr. Guenther Lerch mentioned the need for this information during his recent visit. These evaluations should be designed to furnish quantitative data which will show the benefits of each improvement. If the primary objective of a project is to enhance the safety of a location the evaluation should document the effects of the improvement on both accident frequency and accident severity. On those projects designed to relieve traffic operational deficiencies in addition to the elimination of safety hazards, the evaluation should also include quantitative data on the reduction of vehicular delay and travel times. Good "before" and "after" photographs which clearly illustrate the total scope of the project should also be included.

The above list of projects are intended only as a suggestion. If more complete data is available for other projects, it should be submitted also.

RECEIVED
COUNTY & CITY SECTION
SEP 8 - 1972
☑ ENGR. ☑ COOR. ☐ GE ☐ AE ☑
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

NO
R. L. SCHROEDER

RECEIVED
SEP 8 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
SEP 7 '72
REFER TO
FOR

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

RECEIVED
FEB 1? 1972

2-8-72

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

FOR OSHD (Johnson)
Region — Wash DC
Area Engr — Schultz

T-5007(1)
7553

REGION NO. 10	REPORT NO. 3	COUNTY Benton	DIVISION Oregon
DATE OF REPORT 2-8-72	REPORT MADE BY T. P. Lowe, Asst Engr Coord		PROJECT NO. T-5007(1)
COMPLETION DATE 9-17-71	ACCEPTANCE DATE BY CONTRACT AGENCY 10-27-71	TIME ELAPSED 144 %	CONTRACT TIME 75 days
APPROVED EXTENSIONS 7 days	LOCATION NW 29th St between NW Taft Ave and NW Walnut Blvd		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report. Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
F. B. KLABOE

NW WALNUT BLVD - NW TAFT AVE (CORVALLIS SECTION)
NW 29TH STREET
Grading and Paving

The project extended NW 29th Street across Dixon Creek to NW Walnut Blvd in the City of Corvallis. The construction involved a box culvert, grading and paving.

The project overran its contract by 33 days. A seven day time extension was approved. The total adjusted liquidated damages assessed were $1300.

The final contract price was $48,948.65 (overrun of 2%).

There were no major overruns or underruns.

Young

COPY SENT

FEB 15 1972

REGIONAL OFFICE

RECEIVED
FEB 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE T. P. Lowe		SIGNATURE R. E. Simpson	DATE 2-8-72
TITLE Asst Engr Coord.	DATE 2-8-72	TITLE Division Engineer	

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

RECEIVED
JAN 24 1972

T-5007(1)

7553

January 21, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97301

Federal-aid Project Acceptance
Project No. T-5007(1)

Dear Sir:

Your October 20, 1971 endorsement noted that contract work on Contract No. 7553, N. W. Walnut Blvd. - N. W. Taft Ave. (Corvallis) Section in Benton County, Federal-aid Project No. T-5007(1), was satisfactory. The State Highway Commission authorized acceptance of the project as of October 27, 1971.

Attached or listed below are the data necessary for your acceptance of the project.

There was no participating work under State Force Order by State forces or others.

Attachments are as follows:

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Monthly Project Cost Report (E-256)
Construction Engineer's Statement
Narrative Report

Your acceptance of the project is requested.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

JK:alc

cc: V. E. Skoog

RECEIVED
NOV 4 - 1971

~~FOR FILING~~

I-5007(1)
7553

November 4, 1971

United Pacific Insurance Company
P. O. Box 1788
Eugene, Oregon 97401

Gentlemen:

On November 1, 1971, we wrote to you concerning release of final payment on Contract No. 7553 awarded to Corvallis Sand and Gravel Company for work on N. W. Walnut Blvd and N. W. Taft Avenue at N. W. 29th Avenue in Corvallis in Benton County.

Final payment on this contract is $2,745.20 and the total contract amount is $48,948.65, including $617.71 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Corvallis Sand and Gravel Co.
P. O. Box 987
Corvallis, Oregon 97330

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
J. B. Boyd

RECEIVED
NOV 1 - 1971

FOR FILING
T-5007(1)
7553

October 29, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed September 18, 1971 on Contract No. 7553. The contract was with Corvallis Sand and Gravel Co. and was for grading and paving on the N. W. Walnut Boulevard - N. W. Taft Avenue (Corvallis) Section in Benton County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 27, 1971, and that you concur in this procedure at the Commission meeting on November 30, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:alc

cc: Floyd Query
Tom Edward
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Merchant
V. E. Skoog
H. S. Cox
Regional Engineer J. B. Boyd

RECEIVED
NOV 9 - 1971
FOR FILING

T-5007(1)
7553

4i-8
10-19-71

October 26, 1971

Corvallis Sand and Gravel Company
P. O. Box 987
Corvallis, Oregon 97330

Gentlemen:

The State Highway Commission at its meeting on October 19, 1971, granted your request for an extension of time of seven days without assessment of liquidated damages on Contract No. 7553 for work on N. W. Walnut Boulevard and N. W. Taft Avenue at N. W. 29th Avenue in Corvallis.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc F. D. Morgan
V. E. Shoeg
J. B. Boyd
L. L. MacIntyre
Federal Highway Administration

fkn:dr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7553 Contractor Corvallis Sand and Gravel Company

Highway Northwest 29th Avenue (Corvallis)

Section Northwest Walnut Blvd.-Northwest Taft Ave.

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows:

Time involved with price agreement work should be allowed in accordance with the standard specifications.

Recommend 7 days for Price Agreement No. 2 covering select backfill for sub-excavated areas in the roadbed.

Recommended for Approval:

Regionalxxxx Engineer
Const.

for Construction Engineer or Bridge Engineer

~~Assistant~~ State Highway Engineer

Contract No. 7553

Project designation Federal Aid T-5007(1)
State-Federal

Date awarded May 10, 1971

Work started May 21, 1971

Per cent completed 100% 9-18-71
Date

No. of Workdays Allowed 75

No. of Workdays Used 108

No. of Added Workdays Requested 7

EP-8206-784

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date September 2, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 75 days to 82 days, within which to complete our Contract No. 7553, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions ~~or causes~~ which actually prevented the prosecution of work on said dates were as follows: 8-~~17~~-71 Encountered clay pocket in subgrade between stations 27+40 and 31+00.

Rec

8-10-71 Excavated area under direction of Resident Engineer.
8-17-71 Backfilled excavated area to subgrade elevation with approved material under direction of resident engineer.

The interim period of seven days from 8-10-71 to 8-17-71 without prosecution of work on the roadbed were due to the selection of material suitable for backfilling the soft areas.

Respectfully submitted,

CORVALLIS SAND & GRAVEL CO.
Contractor

By R. D. Craig
R. D. Craig, Construction Manager

CONSENT OF SURETY

Date September 14, 1971

We, United Pacific Insurance Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Ben Bates - Attorney-in-fact
Attorney-in-Fact

(SEAL)

Bates & Bates Inc
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7553 Contractor Corvallis Sand and Gravel Company

Highway Northwest 29th Avenue (Corvallis)

Section Northwest Walnut Blvd.-Northwest Taft Ave.

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be[redacted] GRANTED. The reasons for such recommendation are as follows:

Time involved with price agreement work should be allowed in accordance with the standard specifications.

Recommend 7 days for Price Agreement No. 2 covering select backfill for sub-excavated areas in the roadbed.

Recommended for Approval:

Regionalxxxx Division Engineer
Coast.

Construction Engineer or ~~Bridge Engineer~~

~~Assistant~~ State Highway Engineer

Contract No. 7553

Project designation Federal Aid T-5007(1)
State-Federal

Date awarded May 10, 1971

Work started May 21, 1971

Per cent completed 100% 9-18-71
Date

No. of Workdays Allowed 75

No. of Workdays Used 108

No. of Added Workdays Requested 7

SP*6996-734

E-820 (Rev.)—5M—6-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date September 2, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 75 days to 82 days, within which to complete our Contract No. 7553, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: 8-~~12~~-71 Encountered clay pocket in subgrade between stations 27 ~~and~~ + 40,
7 Ra and 31 and 00. Rac

8-10-71 Excavated area under direction of Resident Engineer.

8-17-71 Backfilled excavated area to subgrade elevation with approved material under direction of Resident Engineer.

The interim period of seven days from 8-10-71 to 8-17-71 without prosecution of work on the roadbed were due to the selection of material suitable for backfilling the soft areas.

Respectfully submitted,

CORVALLIS SAND & GRAVEL CO.
Contractor

By R. D. Craig
R. D. Craig, Construction Manager

CONSENT OF SURETY

Date September 16, 1971

We, United Pacific Insuanance Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Ben Bates - Attorney-in-fact

Bates & Bates, Inc. Resident Agent

(SEAL)

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 7, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

G. K. Hossner

FROM for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5007(1)
North Walnut Boulevard - N. W. Taft Avenue

I concur in the seven day time extension requested in Mr. Johnson's September 30 letter.

AEJ

copy to Morgan 10-8-71

RECEIVED
OCT 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 18 1971
FOR FILING

T-5007(1)

7553

October 12, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 8
October 19, 1971

Gentlemen:

Corvallis Sand and Gravel Company, contractor on the N.W. Walnut Boulevard-N.W. Taft Avenue (Corvallis) Section in Benton County, Contract No. 7553, has requested a seven-day extension of the contract time because of added subgrade excavation and special backfill work which was unanticipated.

The contract time count started May 22, 1971, with 75 days allowed. The 75 days expired August 16 after allowing for a stop work order which was in effect from July 28 to August 9 to allow the City and the telephone company to complete the utility adjustments. Unsuitable soft subgrade was encountered in August and unplanned excavation below subgrade was required. A Price Agreement covering imported granular backfill was dated August 18, or two days after the contract time expired.

I recommend extension for the seven days requested. The project was completed September 17 at which time 33 days liquidated damages had accrued at the rate of $50 per day or $1,650. This is a TOPICS project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your consideration at the October 19 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

JAB:fw ky
cc Floyd Query
Tom Edwards
A. E. Johnson
Gary L. Sund
F. D. Morgan
L. H. Young
V. E. Skoog
J. B. Boyd

T-5007(1)
7553

c

FORM E-1 (REV 12-64)
OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: NW WALNUT BLVD-NW TAFT AVE (Corvallis)

WEEK ENDING: October 9th. 1971

SECTION PREFIX: 2-0603

HIGHWAY: NW 29th. Avenue

COUNTY: Benton

NAME OF JOB: NW Walnut Blvd-NW Taft Avenue (Corvallis)

KIND OF WORK: Grading and Paving

CONTRACTOR: Corvallis Sand and Gravel

CONTRACT NUMBER: 7553

FEDERAL AID PROJECT NUMBER: T-5007(1)

DATE OF CONTRACT: May 10th 1971

DATE WORK STARTED: May 21st. 1971

ESTIMATED COMPLETION DATE: September 18th. 1971

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS
SPECIFIED CALENDAR/ work DAYS 75

WORK DAYS USED
CALENDAR/ work DAYS USED 108

SPECIFIED COMPLETION DATE

PROJECT AUTHORIZATION: $ 55,765.79

PERCENT OF TIME ELAPSED: 144

EXCLUSIVE OF ENGINEERING: $ 50,895.41

ENGINEERING AUTHORIZATION: $ 4,870.38

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 50,047

ENGINEERING COST TO DATE: $ 4,900

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 103

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1.5 %

PERCENT OF AUTHORIZATION: 100 %

DATE PROJECT WAS COMPLETED: September 18th. 1971

SEMIFINAL ESTIMATE DELIVERED TO REGIONAL OFFICE THURSDAY OCTOBER 7 th. 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.12	0.12			0.12
MILES PARTIALLY COMPLETED	0.12	0.12			0.12
MILES COMPLETED	0.12	0.12			0.12
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,160cy	2,300 ton			580 ton
TOTAL QUANTITIES CORRECTED TO DATE	3,196cy	2,708 ton			623 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,196cy	2,708 ton			623 ton
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	TIME	EXPIRED			
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:
None

PROJECT COMPLETED - FINAL REPORT

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Double	8 x 4 Box	Culvert					
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY	Fair			

Morgan MM
Decker
Bond JB
Boehme
Johnsen
Routing

RECEIVED
OCT 11 1971
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	No activity

REMARKS

PROJECT COMPLETE - FINAL REPORT

SIGNED L.L.M[illegible] RES ENG LOCATION CORVALLIS

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

F. B. Morgan

Assistant State Highway Engineer

IAB:fw mm

RECEIVED
OCT 1 - 1971
FOR FILING

T-5007(1)
7553

September 30, 1971

Contract
7553

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Request for Time Extension
N.W. Walnut Blvd.-N.W. Taft Ave.
(Corvallis) Section
Oregon Project T-500(1)

The contractor on the subject project has requested a seven-day extension of the contract time because of added sub-excavation and special backfill work which was unanticipated.

This is a TOPICS project on which the time count started May 22, 1971, with 75 days allowed. The 75 days expired August 16 after allowing for a stop work order which was in effect from July 28 to August 9 to enable the City and the telephone company to complete some utility adjustments. It was therefore very late in the contract time, with over 90 percent of the time elapsed, when the soft subgrade was encountered in August. The contract time expired August 16 and Price Agreement No. 2 covering 650 yards of imported granular backfill to replace the below-grade excavation is dated August 18, two days after the contract time expired.

The contractor's request for seven days additional time on this reason is therefore well-founded. The project will probably be considered complete as of September 17, at which time 33 days liquidated damages will have accrued at the rate of $50 per day, or $1,650.

May we have your concurrence in a seven-day extension.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. D. Morgan

JAB:fw ms

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 29, 1971

SUBJECT: N.W. Walnut Blvd.-N.W. Taft Ave. (Corvallis) Section
Contract No. 7553
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Corvallis Sand and Gravel Company, contractor on the subject project, has requested a 7-day extension of the contract time because of added sub-excavation and special backfill work which was unanticipated.

This is a TOPICS project with a bid amount of $47,903 on which the time count started May 22, 1971 with 75 days allowed. The first actual work began May 28, and work was performed only intermittently up into July, mainly on a box culvert which was a major item. The 75 days allowed expired August 16 after allowing for a stop work order which was in effect from July 28 to August 9 to allow the City and the telephone company to complete some utility adjustments. It was therefore very late in the contract time with over 90 percent of the time elapsed when the soft subgrade was encountered in August. The contract time expired August 16 and the Price Agreement covering 650 yards of imported granular backfill to replace the below grade excavation is dated August 18 or 2 days after the contract time expired.

The contractor's request for time on this reason is therefore well-founded. I am surprised that he did not request more than 7 days. The project will probably be considered complete as of September 17 at which time 33 days liquidated damages will have accrued at the rate of $50 per day or $1,650.

The Resident and Region Engineers recommend a 7-day extension as requested and this office concurs. This TOHCS work has to be processed the same as Federal-aid Primary, so rough draft letters to both the Federal Highway Administration and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

RECEIVED
SEP 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:fw
Enc.
cc V. L. Gallagher

2-0603

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 24, 1971

To: F. D. Morgan
CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
NW Walnut Blvd.-Taft Ave.
Corvallis Topics Project
Contract 7553

Attached is a formal request from Corvallis Sand and Gravel Company requesting a seven day increase from the specified 75 day time limit to 82. Actually, some very incidental clean-up still remains to be accomplished. If this is done in the immediate future, project will be considered to be completed as of September 18, 1971, or the 108th day, for a 33 day overrun.

L. L. MacIntyre's analysis including his supporting attachments are attached. He recommends that the seven days be allowed, but that the remaining 26 days be charged and liquidated damages applied. The specified rate is $50 per day. This would make a $1300 liquidated damage item. I concur.

Gerald Wimer
Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/hkm
Attachments
cc L. L. MacIntyre

Routing
Morgan
Decker
/ Sand
Wimer
[illegible]
Johnson

RECEIVED
SEP 27 1971
CONSTRUCTION
DIVISION

[illegible]
Swan
Glenn
Litchfield
Gallagher
[illegible]

FORM 6-30

REGION 2 ENGINEER
RECEIVED
SEP 22 1971
RE RCE RME RTE ROE
ULE GEO TA FILE

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Corvallis, Oregon
September 21, 1971

To: Mr. J.B. Boyd
Regional Engineer
East Salem Highway Building
Salem, Oregon

SUBJECT: Request for time extension
NW Walnut Blvd-NW Taft Ave (Corvallis)
NW 29th Street
Benton County
Contract 7553

Attention G.W. Wimer, Reigon Construction Engineer

Forwarded herewith is the contractor's formal request for extension of contract time on the subject project.

The time was over run 33 days as of September 18, 1971. For all practical purposes the work could be considered complete as of that date.

The soft grade was encountered on August 7, 1971 as stated in the contractor's request and was sub-excavated August 10th. Prior approvel to backfill the sub-excavated area with pitrun gravel was received August 13th, and the backfilling was accomplished under Price Agreement Number 2.

The contractor's statements, for the most part are true, but it is the undersigned's opinion that if more effort had been directed toward the work involved it could have been completed within the specified time. The work was not pushed at a steady rate, but sandwitched in between other jobs being done by the contractor. However due to the fact that the soft grade was not anticipated and did definitly show up during the actual grading,did take some reviewing, and consideration. I would recommend that his request be allowed,and the remaining 26 days be charged. The number of days charged is contingent on final review by the Regional Engineer and the Federal Highway Engineers, and reference to date of completion is only suggestive.

Attached is a short form list of job activities. Each day checked does not mean that the contractor had forces on the project all day, for in most cases these were only partial days.

A shut down order was issued July 28, 1971 closing down the time count for 12 days due to City of Corvallis forces, and Telephone company forces making installations within the work area. During this period the contractor was able to, and did accomplish some work.

Yours truly,

L.B. MacIntyre
Resident Engineer

Project: N.W. Waln[illegible] Blvd – N.W. Taft Ave (C[illegible]allis)
.HWY : N.W. 29th Ave.
Contractor: Corvallis Sand & Gravel

Summary From May 22, 1971 To Aug 4 1971

*days Not worked :

Saturdays & sundays	23.
legal Holidays	2
Stop work demand	7
Total	32

Weather

Rain	3
Showers	8
Cloudy	12
Partly Cloudy	16
Fair	~~44~~ 47
Total	~~83~~ 86

Number of days Corvallis Sand & Gravel Had Employees on Project = 28 days

Work by Sub or utility Co. on days Corvallis Sand & Gravel did Not work is 21 days.

There was No activity on Project 1 out of 3 days it rained.
There was No activity on Project 6 out of 8 days it showered, of which 4 days were weekends and 1 was a legal Holiday

Total days of Contract	+86
less *days Not worked	−32
less days Inclement weather	− 3
less days worked	−28
Total	** $\boxed{23}$

** 23 days of the Contract Were Not utilized as work days, by the contractor, that could have been used.

The 23 days can be increased to 32 because 9 days the contractor worked was miscellanious odd jobs.

Date	Weather	Corvallis Sand & Gravel	Vern Johnson	City of Corvallis	Pac. N.W. Bell	Remarks
April 27						Survey Crew
28						
29						
30						
May 3						
4	Cloudy		X	X		
5	Cloudy		X			
6	Partly Cloudy		X			
7	Sunny		X			
10	Fair		X			
11	Fair		X			
12	Partly cloudy		X			
13	Partly Cloudy		X			
14	Partly cloudy		X			
17	Rain		X			Consumer Power
18	Partly Cloudy					
19	Partly cloudy					
20	Rain					
21	Fair					Foress Co.
22/23	Fair/Fair					May 22 Contact begins
24	Fair					Foress Co.
25	Showers					" " Survey Crew
26	Showers					Consumer Power
27	Fair	X				delivered Backhoe to Project.
28	Fair	X				Foress Co.
29/30	Showers/Showers					
31	Showers					legal Holiday
June 1	Showers	X				Foress Co.
2	cloudy					
3	Cloudy	X				
4	Partly Cloudy	X				
5/6	Fair/Partly cloudy					

Date	Weather	Corvallis Sand & Gravel	Vern Johnson	City of Corvallis	Pac. N.W. Bell	Remarks
June 7	Partly Cloudy	X		X		N.W. Nat. Gas
8	Partly Cloudy	X		X		Misc Cleanup Grading Box Exc.
9	Cloudy			X		
10	Cloudy			X		
11	Partly Cloudy					
12/13	cloudy/showers					
14	Partly cloudy					
15	Partly cloudy					
16	Fair		X			Foress Co: 1 Laborer & 1 Backhoe misc exc.
17	overcast		X			1 man worked 3 hours
18	Rain		X			
19/20	Fair/Fair					
21	Fair-Warm		X			Mercer Steel
22	over cast		X			" "
23	Partly Cloudy	X	X			one man on Conc. Pour.
24	Rain		X			Mercer Steel
25	Partly Cloudy		X			
26/27	Partly Cloudy/Showers					
28	overcast		X			
29	Fair		X			Mercer steel
30	Fair		X			" "
July 1	Partly Cloudy		X			
2	Fair	X	X			1 Laborer on Conc. Pour
3/4	Fair/Partly Cloudy					
5	Partly cloudy					legal Holiday
6	Partly cloudy		X			
7	Fair		X			
8	Cloudy		X			
9	Cloudy		X			
10/11	Cloudy/Partly Cloudy					
12	Fair		X			
13	Fair		X			
14	Fair					
15	Fair					
16	Fair					
17/18	Fair/Fair					

Date	weather	Corvallis Sand & Gravel	Vern Johnson	City of Corvallis	Pac. Nw. Bell	Remarks.
July 19.	Fair		X			
20	Fair	X				2 Laborors 1 Truck backfilling around box Sides
21	Fair	X				
22	Fair	X				
23	Fair		X			
24	Fair	X				
/25	/Fair					
26	Fair	X				
27	Fair	X	X			
28	Fair	X			X	Close down order By L.C. MacIntyre
29	Fair	X	X	X	X	1 Blade ½ hour
30	overcast	X		X	X	opened creek channel to culv.
31/1	Fair/Fair					
Aug 2	Fair	X		X	X	Removed Bypass Pipe. 2 men 1 Backhoe
3	Fair	X		X	X	Backfilled " " Trench Raised MH 8+42
4	Overcast	X		X	X	Blade Maintaining walnut Blvd,
5	Partly Cloudy	X				misc Cleanup & incidental work.
6	Fair	X	X			~~Resumed work~~, misc maint. on walnut.
7	Fair	X				Misc. maintance on 29th & walnut Blvd.
/8	Fair					
9	Fair	X				Mercer Steel Work Resumed.
10	Fair	X	X			delivered 4 Loads Riprap
11	Fair	X				
12	Fair	X	X			Mercer steel
13	Cloudy	X	X			
16	Fair	X	X			Lee Bo Electric.(utility work)
17	Fair	X				
18	Fair	X				Pit Run on 29th to bring up to grade 2 loads Riprap.
19	Fair	X				Pit Run on sta 27+50 to 31+00 sub-ex area
20	Cloudy					dig out soft spots & Backfilling w/ Pit run
23	Fair	X				Excavating Softspots 33+25 To 33+50 Fill w/Pitrun
24	Fair	X				
25	Fair	X	X			
26	Fair	X				
27	Cloudy	X	X			
28	Fair	X				

Date	Weather	Corvallis Sand & Gravel	Vern Johnson	City Corvallis	Pac. N.W. Bell	Remarks
Aug. 30	Rain	X	X			
31	Rain	X				
Sept. 1	Rain	X				
2	Rain	X				Remove softspots sta 29+50 To 30+75 LT.
3	Fair	X	X			
6	Fair					
7	Fair	X	X			
8	Fair	X	X			
9	Fair	X	X			
10	Fair	X	X			Misc Cleanup
13	Fair	X				misc Cleanup
14	Fair	X				" "
15	Fair	X				" " Foress Co
16	Fair					Foress Co.
17	Fair	X		X		

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OCT 2[illegible] 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

T-5007(1)
7553

September 30, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7553
Prefix 2-0603
FAP T-5007(1)

NOTED
A. E. JOHNSON

Dear Sir:

All work under Contract No. 7553, N. W. Walnut Boulevard-N.W. Taft Avenue (Corvallis) Section in Benton County, was completed on September 18, 1971.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. D. Morgan
Construction Engineer

cy to Construction
10-22-71

Federal Highway Administration
Oregon Division Office Endorsement

Date 10-20-71

NOTED
TOM EDWARDS

Conditions noted on above date:
None

G.K. Hossner
for R. E. Simpson
Division Engineer

RECEIVED
OCT 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

VG:fw
cc R. L. Porter
F. D. Morgan

Form E-123

RECEIVED
OCT
FO

City of Corvallis

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

PUBLIC WORKS DEPARTMENT

(503) 752-4292

T-5007 (1)
7553

September 24, 1971

Mr. Richard Nelson
Oregon State Highway Department
3700 SW Philomath Blvd.
Corvallis, Oregon

Re: PD #546 - NW 29th & Walnut
Contract 7553

Dear Mr. Nelson:

I concur with you that the work has been completed on the above-referenced project in accordance with terms of the contract applying thereto. I recommend acceptance of the completed project and also recommend that final payment be made to the contractor.

Very truly yours,

Jack Bilsborough
Jack Bilsborough
City Engineer

REB:pj

cc Const
Bridge
Traffic
City County
Secretary

NOTED
FLOYD QUERY

T

OREGON STATE HIGHWAY DIVISION
PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

Project Name NW Walnut Blvd-NW Taft Avenue (Dixon Crk) Contract No. 7553

Prefix No. 2-0603

Highway City Street

F.A. No. T-5007 (1)

County Benton

Final inspection made on 9-23-71 By Gerald Wimer

in company with John Walker, L. L. MacIntyre and Richard Nelson

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COUNTY & CITY SECTION
OCT - 5 1971
☑ ENGR. ☑ COOR. ☑ [illegible] ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

CHECK LIST

Date	
9-23-71	Construction signs removed
9-23-71	Salem Office notified to rescind construction speed zone
9-23-71	Contractor removed equipment from project
9-23-71	Roadside cleanup completed
9-9-71	Opened to traffic
10-5-71	Regional Materials Certification submitted

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Richard Bankroft, City of Corvallis Construction Engineer, inspected the project 9-21-71 with Richard Nelson and approved the project, subject to misc. clean-up, which has subsequently been done, with a letter of acceptance to be forth-coming. Tom Lowe, Assistant Area Engineer FHWA and John Bartholomew FHWA 3/4 reviewed the project with Richard Nelson 9-28-71 and concurred in approval.

All contract work on this project has been completed and recommendation is made for acceptance on 9-18-71. The semi-final estimate will be submitted about 10-5-71.

cc: Const. Engineer - F. D. Morgan
Bridge Engineer - Ivan Merchant
Maint. Engineer - R. N. Bothman ✓
Co.-City Eng. - H. S. Cox ✓
Reg. Engineer - J. B. Boyd
Res. Engineer - L.L. MacIntyre
Dist.Engineer - Howard Johnson
~~StatexParksxSuptxxxDavexTalbot~~
~~RegxxParksxSuptxxxCliffxLenz~~.

Copies sent to all named X

Original signed by, Gerald Wimer
(Signed)

Reg. Const. Engr.
(Title)

Form E-308-5M

T-5007(1)
7553

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 8-5-71
Contingent upon modification of project agreement if additional funds are required
BY G. K. H
TITLE Dist. Engineer
DATE 8-19-71
FEDERAL HIGHWAY ADMINISTRATION

Date July 20, 1971

Project Name NW Walnut Blvd-NW Taft Ave (Corvallis)
Highway NW 29th Avenue
County Benton
Contractor Corvallis Sand and Gravel
Address P.O. Box 987, Corvallis Oregon 97330

Contract No. 7553
Prefix 2-0603
F. A. Project No. T-5007(1)
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Connect 12 inch sewer to box culvert.

Location by station numbers: 9+80

NOTED
TOM EDWARDS

Estimate of quantities and cost:

Equipment	50.00
Labor	75.00
Material	75.00
Total	$200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Anticipated additional item in project authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$55,765.79
Present estimate of project cost, including $200.00 for work under this order	$55,765.79
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: L.L. MacIntyre, Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer, or Assistant State Highway Engineer

8-23-71

☑ [illegible] ☑ [illegible] ☑ UE ☑ [illegible] ☑ UF
☑ UPE ☑ GE ☑ RE ☒ RPE ☐

June 21, 1971

Mr. Anthony Groh
Public Works Director
City Hall
Corvallis, Oregon 97330

Dear Tony:

Herewith, per our telephone conversation, is the City of Corvallis General Check #20164 which was evidently sent to this office by error.

The City voucher slip says the check is for TOPICS project #7553. This is the contract number for the TOPICS project on N.W. 29th Street at Dixon Creek and the amount of $11,850 was the required advance deposit for that project. However we have already received a check (#19873) to cover that requirement.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard H. Bladorn
Urban Program Engineer

RHB:lat
Encl.

CITY OF CORVALLIS, OREGON
GENERAL CHECK

20164

$\frac{96\text{-}48}{1232}$ 34

ay Exactly CITY OF CORVALLIS $11850 AND 00 CTS

DATE	PAY TO THE ORDER OF	AMOUNT
6-17-71	Oregon State Highway Commission	$11,850.00

City of Corvallis

CITY RECORDER

CITY MANAGER

CORVALLIS BRANCH, CORVALLIS
UNITED STATES NATIONAL BANK
OF OREGON HEAD OFFICE PORTLAND

⑆1232⑈0048⑆ 1 123⑈

City of Corvallis
Oregon

INCORPORATED City of Corvallis JANUARY 1857

DATE 6-17-71

CHECK & VOUCHER NO. 20164

ISBURSEMENT VOUCHER

INVOICE NO.	DATE	AMOUNT
TOPICS PROJECT #7553		$11,850.00

Oregon State Highway Commission

RECEIVED
COUNTY & CITY SECTION
JUN 21 1971
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☑ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

TOTAL$ ____________

CITY OF
ORVALLIS

FINANCE DEPARTMENT
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

CORVALLIS
JUN 18 '71
OREG.
U.S. POST
0.0
PB METER
1037314

Oregon State Highway Commission
Office of the County & City Engr.
Salem, Oregon

Attn: Mr. H. S. Cox

ECEIVED
MAY 26 1971
FOR FILING

007(1
553

May 26, 1971

Corvallis Sand and Gravel Company
P. O. Box 937
Corvallis, Oregon 97330

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7553 for work
on N. W. Walnut Boulevard and
N. W. Taft Avenue at N. W.
29th Avenue in Corvallis in
Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Ins. Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Ins. Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc F. D. Morgan
I. D. Merchant
R. D. Asburry
L. L. MacIntyre

RECEIVED
MAY 10 1971
FOR FILING

T-5007(1)
7553

May 10, 1971

Corvallis Sand and Gravel Company
P. O. Box 987
Corvallis, Oregon

Gentlemen:

The State Highway Commission on May 4, 1971, accepted your proposal for grading and paving on N. W. Walnut Boulevard-N. W. Taft Avenue on N. W. 29th Avenue and N. W. Walnut Boulevard in the City of Corvallis in Benton County for the sum of $47,903.75 and referred it to the State Highway Engineer with authority to award the contract as soon as the City of Corvallis approves the project and deposits $11,850.

Clearance has been received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7553.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

bc Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland
Frank Morgan
Ivan Merchant
R. D. Asburry
L. L. MacIntyre
Wm. Geibel (SAIF)

☑ [illegible] ☐ CE ☐ AE ☑ UE
☐ CE ☐ RE ☐ RPE ☐

~~May 5, 1971~~
May 10, 1971

Mr. C. Dean Smith
City Manager
City Hall
Corvallis, Oregon 97330

Dear Dean:

This will acknowledge receipt of the City of Corvallis' check (No. 19473) in the amount of $11,850, which is the required amount for an advance deposit for the TOPICS project on N.W. 29th Street at Dixon Creek. ~~We anticipate that the contract will be awarded within a day or two~~. The contract will be awarded today.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:ljt

cc: R. D. Asburry

City of Corvallis
Oregon

City of Corvallis

BURSEMENT VOUCHER

DATE 4-30-71

CHECK & VOUCHER NO. 19473

INVOICE NO. DATE AMOUNT

RECEIVED
MAY 5 - 1971
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Topic Project No. T-5007(1) $11,850.00
N.W. Walnut Blvd.-N.W. Taft Ave.
Dixon Creek

TOTAL$

TOPS

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 5, 1971

Mr. C. Dean Smith
City Manager
City Hall
Corvallis, Oregon 97330

Re: TOPICS Project T-5007(1)

Dear Mr. Smith:

Herewith, per our telephone conversation, is the unsigned advance deposit check for the subject project.

Please return the signed check to this office instead of the Highway Commission, as that delays processing.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Bladorn
Richard Bladorn
Urban Program Engineer

RECEIVED
COUNTY & CITY SECTION
MAY 10 1971
☑ ENGR. ☑ COOR. ☐ [illegible] ☐ [illegible] ☒ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

RB:ljt
Encl.

Sorry for the inconvenience!

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR
G. E. ROHDE
CHIEF COUNSEL

RECEIVED
COUNTY & CITY SECTION
MAY 5 1971
☐ ENGR. ☑ CJOR. ☐ OE ☐ AE ☒ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

May 5, 1971

County-City Section
~~Mr. C. H. Maison~~
OFFICE

Dear Sir:

Attached we hand you, for deposit in the ADVANCE DEPOSITS ACCOUNT Warrants, Checks, Drafts, Cash, etc., as follows:

FROM	KIND	NO.	AMOUNT	FOR
City of Corvallis	Check	19473	$11,850.00	Topic Project No. T-5007(1)

Receipt of the above is acknowledged.

Signed ____________________

Dated ____________________

Very truly yours,

OREGON STATE HIGHWAY COMM.

By: C. W. Head
Ass't. Secretary

☑ GR. ☑ COOR. ☐ E ☐ AE ☒ U
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

April 29, 1971

Mr. C. Dean Smith
City Manager
City Hall
Corvallis, Oregon 97330

Re: Project No. T-5007(1)

Dear Mr. Smith:

The Highway Commission opened bids today on the N.W. Walnut Blvd.-N.W. Taft Avenue (Dixon Creek) TOPICS project. The apparent low bid was submitted by Corvallis Sand and Gravel Company.

The anticipated cost based on the low bid is as follows:

Contractor's bid	$47,903.75
Anticipated additional items:	
Flagging	200.00
Temporary erosion control	200.00
SS-1 Asphalt in watering	200.00
Connect 12" sewer to box culvert	200.00
TOTAL	$48,703.75
Engineering & Contingencies (14½%)	7,062.04
TOTAL	$55,765.79
Estimated preliminary engineering to date	3,500.00
TOTAL	$59,265.79

City's Advance Deposit:

20% of total ($11,853.16) rounded to $11,850.

As the contract cannot be awarded until the City has deposited its estimated share of cost, please forward to this office at your earliest convenience a check or warrant in the amount of $11,850 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN B
Richard Bladorn
Urban Program Engineer

RB:ljt
bc: L. H. Young
R. D. Asburry

N.W. WALNUT BLVD.-N.W. TAFT AVENUE (CORVALLIS) SECTION

N.W. 29th STREET

BENTON COUNTY

FAP No. T-5007(1)
Grading and Paving

Bids received April 29, 1971

1.	Temporary Protection and Direction of Traffic	All Specified		$ 2,500.00	
2.	Clearing and Grubbing	All Specified		750.00	
3.	General Excavation	4,160 cu.yds.	2.25	9,360.00	
4.	Trench Excavation	85 cu.yds.	6.00	510.00	
5.	1" - 0 Aggregate Base	2,300 tons	4.30	9,890.00	
6.	Class "B" Asphalt Concrete	580 tons	12.00	6,960.00	
7.	Class "A" Concrete in Box Culvert	80 cu.yds.	100.00	8,000.00	
8.	Reinforcement in Box Culvert	13,000 lbs.	0.20	2,600.00	
9.	Metal Parapet Railing, 2 pipe	70 lin.ft.	17.50	1,225.00	
10.	Concrete Inlet, Type P	2 only	175.00	350.00	
11.	Guard Rail, Type 2A	55 lin.ft.	4.75	261.25	
12.	Concrete Curbs	24 cu.yds.	65.00	1,560.00	
13.	Loose Riprap, Class 700	40 cu.yds.	10.00	400.00	
14.	Adjusting Manholes	2 only	100.00	200.00	
			For Comparison of Bids	$ 44,566.25	47,903.75

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$44,566.25	47,903.75
Anticipated Additional Items:			
Flagging (State Share)	$200.00		200
Temporary Erosion Control	200.00		200
SS-1 Asph. in Watering	200.00		200
Connect 12" Sewer to Box Culv.	200.00		200
		800.00	
		$45,366.25	48,703.75
Engr. & Cont. (14 1/2%)		6,578.11	7,062.04
Estimated Net Authorization, Constr.		$51,944.36	55,765.79
Estimated PE to date		"	3 500
			59,265.79

20% of 59,265.79 = 11,853.16
round to 11,850

GENERAL INSURANCE COMPANY OF AMERICA
4347 Brooklyn Avenue N[illegible]east
Seattle, Washington 98105
SAFECO INSURANCE GROUP

BID RESULTS

OJECT NO. 1 NW Walnut Blvd. - NW Taft Avenue on NW 29th Ave. & NW Walnut Blvd. Section City of Corvallis, BENTON COUNTY

OWNER: Oregon State Highway Department

DATE: April 29, 1971 PAGE: 1 of 1

1. Corvallis Sand & Gravel Co. ✓
2. BUILDERS SUPPLY Co. LEBANON
3.
4.
5.
6.
7.
8.
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10.
11.
12.
13.
14.

UANTITY	DESCRIPTION		Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. Temp. Prot. & Direction of Traffic	4950	1	4950	3000	3000
	L.S. Clearing & Grubbing	3500	2	3500	2000	2000
4,160	C.Y. General Excavation	7904	3	$1^{\underline{90}}$	2	8320
85	C.Y. Trench Excavation	998^{75}	4	$11^{\underline{75}}$	4	340
2,300	Tons 1" - 0 Aggregate Base	8050	5	$3^{\underline{50}}$	$4^{\underline{50}}$	10 350
580	Tons Cl. "B" Asphalt Concrete	5394	6	$9^{\underline{30}}$	11	6960
80	C.Y. Cl. "A" Concrete in Box Culvert	10 400	7	130	140	11 200
13,000	Lbs. Reinforcement in Box Culvert	2600	8	$0^{\underline{20}}$	$0^{\underline{25}}$	3250
70	L.F. Metal Parapet Railing, 2 Pipe	1099	9	$15^{\underline{70}}$	20	1400
2	Only Concrete Inlet, Type P	300	10	150	250	500
55	L.F. Guard Rail, Type 2A	440	11	8	20	1100
24	C.Y. Concrete Curbs	1668	12	$69^{\underline{50}}$	60	1440
40	C.Y. Loose Riprap, Class 700	400	13	10	12	480
2	Only Adjusting Manholes	200	14	100	150	300
				✓47,903$^{\underline{75}}$	50,060	

-403 R10 5/70

PRINTED IN U.S.A.

☐ UPE ☑ CE ☐ RE ☐ RPE ☐

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor Wolfe
Floyd Query
L. H. Young
I. D. Merchant
F. B. Crandall
D. H. Moehring
F. D. Morgan
R. N. Bothman
F. L. Hall
R. N. Chase
C. R. Nelson

SALEM, OREGON
April 21, 1971

Agreement Status
Bid Letting
April 29 & 30, 1971

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

APRIL 29, 1971

1. BENTON: N.W. Walnut Blvd.-N.W. Taft Avenue on N.W. 29th Avenue and N.W. Walnut Blvd. Section located in the City of Corvallis. Construction-finance agreement signed by City of Corvallis. Deposit required prior to award. — NOT CLEAR

2. CLACKAMAS: Eagle Creek-Estacada Section of the Clackamas Highway approx. 20 miles southeast of Portland. Throughway-abandonment and construction-finance agreement signed by City of Estacada and Clackamas County. Railroad permit of entry required prior to award. Right-of-way clearance anticipated by May 28. — NOT CLEAR

3. COLUMBIA: Longview Interchange Section of the Columbia River Highway approx. ½ mile west of Rainier. Nothing required. — CLEAR

4. COLUMBIA: Clatskanie (Nehalem Street) Section in the City of Clatskanie. Construction-finance agreement signed by City of Clatskanie. Deposit may be required prior to award. — NOT CLEAR

5. COOS: Fir Street-Lewis Street (North Bend) Section of Cape Arago Highway. Construction-finance agreement signed by City of North Bend. Deposit required prior to award. Right-of-way clearance anticipated by May 28. — NOT CLEAR

6. DESCHUTES: S. 3rd Street at Wilson Avenue (Bend) Section of The Dalles-California Highway in Bend. Construction-finance agreement signed by City of Bend. Deposit required prior to award. — NOT CLEAR

7. DOUGLAS: Canyonville Interchange on Pacific Highway in the City of Canyonville. Construction-finance agreement signed by City of Canyonville. — CLEAR

8. DOUGLAS: Myrtle Creek Interchange Section of Pacific Highway approximately 16 miles south of Roseburg. Nothing required. — CLEAR

April 14, 1971
(date)

Mr. C. Dean Smith
City Manager
City Hall
Corvallis, Oregon 97330

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway N.W. 29th Street (TOPICS)

Section NW Walnut Boulevard-NW Taft Avenue: Grade, Pave, & Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
APR 21 1971
☐ ENGR. ☑ COOR. ☑ JE ☒ TS ☒ UE
☑ UPE ☑ CE ☒ RE ☐ RPE ☐

4/19/71
(date)

By C. Dean Smith
City Mgr.

By
Commissioner

By
Commissioner

cc: L. H. Young
Attn: Duane Ridings

FORM PR-1240

RECEIVED
APR 22 1971

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-13-71

FEDERAL AID PROJECT NO.: T-5007(1)

STATE PROJECT NO.: NW WALNUT BLVD. – N.W.TAFT SECTION (CORVALLIS)

FROM:
R. E. [illegible] SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: T-6

COUNTY NAME: BENTON

PROGRAM STAGE (Check): ☐ 1 ☒ 2

TO:
T-5007(1)
7553

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

4-21-71
Young
[illegible]

cy Edw
4-20-71

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
APRIL 7, 1971	APRIL 7, 1971	FEDERAL AID PRIMARY TYPE 2

STATE ROUTE NUMBER: CITY STREET

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $200.00 AND TEMPORARY EROSION CONTROL IN THE AMOUNT OF $200.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (*Specify*) CONTRACTOR'S FLAGGING $200.00
  TEMPORARY EROSION CONTROL $200.00
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S APRIL 2, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THIS AUTHORIZATION IS CONDITIONED ON YOUR FURNISHING, PRIOR TO REQUEST FOR CONCURRENCE IN AWARD, A CERTIFICATION THAT ALL NECESSARY ARRANGEMENTS HAVE BEEN MADE FOR THE RELOCATION OF ALL UTILITY FACILITIES IN CONFLICT WITH THE HIGHWAY CONSTRUCTION.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
APR 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-13-71		F. DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

TOPS

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1971

SUBJECT: Water Line Adjustment
Walnut Blvd.-Taft Avenue Section
Corvallis City Street

To: Richard Bladorn
Urban Program Engineer

A 12" water line must be adjusted before the Dixon Creek Culvert can be constructed. This culvert will be one of the controls in getting this project completed on time. The City should be requested to proceed with the adjustment. Please so notify them, sending them and L. L. MacIntyre copies of the project plans. ✓

R. D. Asburry
REGIONAL ENGINEER

by

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/jc

cc: L. L. MacIntyre

APRIL 8, 1971

Called Wimer & told him this office considered above to be a function of Fred Sugnet. Also plans are furnished to Region at advertisement time. He said Fred would contact City.
Fll.

RECEIVED
COUNTY & CITY SECTION
APR - 2 1971
☑ ENGR. ☑ COOR. ☑ JE ☑ PE ☑ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

RECEIVED
COUNTY & CITY SECTION
ENGR. ☑ GE ☒ AE ☑
E ☑ SE ☐ ☑ HPE ☐

March 22, 1971

Mr. Anthony Groh
Public Works Director
City Hall
Corvallis, Oregon 97330

Dear Tony,

Enclosed is an itemized breakdown of the latest cost estimate for the TOPICS project on N.W. 29th Street at Dixon Creek. The information given me is that the culvert design has not been approved yet and that there could possibly be an adjustment in cost for the items involved in its construction. Other than that, the estimate is complete.

Present plans indicate this project will be on the April 29, 1971 bid opening as scheduled.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:ljt

Encl.

Cc: F. L. Hall

m E-49 ,

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

NW WALNUT AVE. - NW TAFT AVE (CORVALLIS) SECTION
NW 29TH St.

PRELIMINARY COST ESTIMATE

ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL
TEMPORARY PROTECTION & DIRECTION OF TRAFFIC	ALL	ALL		2,500
CLEARING & GRUBBING	ALL	ALL		750
GENERAL EXCAVATION	CU. YD.	4160	2^{25}	9,360
TRENCH EXCAVATION	CU. YD.	85	6^{00}	510
1"-0 AGGREGATE BASE	TON	2300	4^{30}	9,890
CLASS "B" ASPHALTIC CONCRETE	TON	580	12^{00}	6,960
CLASS "A" CONCRETE IN BOX CULVERT	CU. YD.	80	100^{00}	8,000
REINFORCEMENT IN BOX CULVERT	LB.	13,000	0^{20}	2,600
METAL PARAPET RAILING, 2 PIPE	LIN. FT.	70	17^{50}	1,225
CONCRETE INLET, TYPE "P"	EACH	2	175^{00}	350
CONCRETE CURBS	CU. YD.	24	65^{00}	1,560
LOOSE RIPRAP, CLASS 700	CU. YD.	40	10^{00}	400
ADJUST MANHOLES	EACH	2	100^{00}	200
			TOTAL	44,305
ANTICIPATED ADDITIONAL ITEMS				
FLAGGING (STATE SHARE)				200
TEMPORARY EROSION CONTROL				200
				400
			TOTAL	44,705
ENGINEERING & CONTINGENCIES (14.5%)				6,482
			TOTAL	51,187

SP*52586-734

Section N.W. Walnut Blvd - N.W. Taft Ave. (Corvallis) Sec.

Project Allotment $

Highway City Street

Project Length 0.12 mile

County Benton

Completion Time

Kind of Work Grading & Paving

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 44,305 —

Anticipated Additional Items:

Flagging (State Share)	$ 200	
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	$ 100	
Temporary Pavement Striping		
Temporary Erosion Control	$ 200	
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		
Install Water Meter		
Furnish Water		
Laboratory Fees		
Adjust Mail Boxes		
Adjust Utilities		
		500 —
		$ 44,805 —
Engr. & Cont. (14.5%)		6,496 73
TOTAL		$ 51,301 73
Credit for		
Estimated Net Authorization, Construction		$

3-10-71
Bladorn
city of Corvallis

[illegible] Tott Rd (Corvallis) Sec.

Item	Unit	Quant	Unit Price	Total
Temporary Protection and Direction of Traffic	All	All	—	2,500
Clearing and Grubbing	All	All	—	750 -
General Excavation	Cu. Yd	4160	2^{25}	9,360 -
Trench Excavation	Cu. Yd	85	6 -	510 -
1"-0 Aggregate Base	Ton	2300	4^{30}	9,890 -
Class "B" Asphalt Concrete	Ton	580	12 -	6,960
Class A Concrete in Box Culvert	Cu. Yd	80	100 -	8,000
Reinforcement in Box Culvert	Lb	13,000	0^{20}	2,600 -
Metal Parapet Railing, 2 Pipe	Lin Ft	70	17^{50}	1,225 -
Concrete Inlet, Type P	One	2	175 -	350 -
Concrete Curbs	Cu Yd	24	65 -	1,560
Loose Riprap, Class 700	Cu. Yd	40	10 -	400
Adjusting Manholes	One	2	100 -	200 -
				44,305

TO PS

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330
(503) 752-4292

PUBLIC WORKS DEPARTMENT

March 18, 1971

H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Richard Bladorn
Urban Program Engineer

Re: NW 29th Street at Dixon Creek

Gentlemen:

Returned herewith is a print of the proposed project with existing storm drain and water line locations indicated in red. We presume you will want to indicate them on your finished plans. We also note that you indicate the alignment of the box culvert as being 90° to the centerline of NW 29th Street which does not conform to the alignment of the drainage channel. We presume that you will align the culvert structure to conform with the channel. We are also interested in seeing details on the treatment of bridge rails. — BR. SEC. WILL HANDLE

Please provide us with a copy of your finish plans when available.

Thank you for your consideration.

Very truly yours,

Jack P. Bilsborough
Jack P. Bilsborough
City Engineer

JPB:sn

Enclosure: as stated

RECEIVED
COUNTY & CITY SECTION
MAR 19 1971
☑ ENGR. ☑ COOR. ☑ CE ☑ RE ☑ [illegible]
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

3-19-71
CC: F.L. HALL w/print

CC: R. D. Asburry
C. G. Swenson
R. N. Chase
T. W. Litchfield
J. R. Oakes

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Federal Aid Project No. T-5007 (1)

Highway No. ____________________

Project Name NW Walnut Boulevard - NW Taft Avenue
Sec. NW 29th Street

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that:

   ☒ There has been no displacement of persons from residences, farms, or businesses; or

   ☐ That all incidental charges related to the transfer of property have been paid by City pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

   ☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at CORVALLIS, Oregon,

this 16 day of MARCH, 1970.

City of CORVALLIS

Mayor

Recorder

RECEIVED
COUNTY & CITY SECTION
19 1971
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☑ JZ
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

MONTHLY TRANSACTION NO. 2-43	FORM PR (REV. 6-		REQUEST FO OF INDIVIDUAL PROJE (PPM 21.1
DATE SUBMITTED TO W.O. 17 FEB 1971			

RECEIVED
COUNTY & CITY SECTION
MAR 1 - 1971
☐ ENGR ☑ COOR. ☑ CE ☐ AE ☒ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

CARD 2	REPORT NUMBER 3 (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 City St. Corvallis NW 29th St. 65	ADT	1,730	FUTURE (66) 2,000 (70)(71)

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) P.E. Gr. Dr. H.T. Pave. 28 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUT 74

CARD 4	CLASS OF FEDERAL FUNDS [1] TOPICS		COUNTY NAME
	NAME OF URBAN AREA 17-81 Corvallis	F.A. SYSTEM Primary, Type II	

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST
1	(14)(15)	16	41	42	43 - 46	53					(54) (58)	(59)
5	10			1	PE	6	ITEM AS NOW PRO-GRAMED	6	T-5007(1)	City Street Corvallis, NW 29th St. from NW Taft Ave. to NW Walnut Blvd. [Dixon Creek (Corvallis) Section]		1,500
					ROW							
	30			3	CONST	3					0.04	21,000
										PROJECT TOTAL	0.04	22,000
5	10			1	PE	6	RE-QUESTED REVISION	6	T-5007(1)	City Street Corvallis, NW 29th St. from NW Taft Ave. to NW Walnut Blvd. [NW Walnut Blvd.-N.W. Taft Ave. (Corvallis) Section]		2,500
					ROW							
	30			3	CONST	3					0.04	(16) 40,000
										PROJECT TOTAL	0.04	42,500

2.8.71

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ——→ CODE 11	CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE: To increase project cost to
as part of the project, the additional work
functional connection to NW 29th Street.

DATE OF INITIAL APPROVAL: May 20, 1970	PROGRAM REVISION REQUESTED DATE February 8, 1971	RECOMMENDE DATE
OTHER:	SIGNATURE Program & Planning Engineer	SIGNATURE TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

TOPS

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ED
ECTION
☐ AE ☒ UE
RPE ☐

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

ADT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
1,730	2,000	90	08	Oregon	35	077	6

MISCELLANEOUS FUNDS ONLY

DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
				T-	5007(1)		

PROJECT NUMBER; I PROJECTS ONLY

COUNTY NAME: Benton
CODE: 003

Type II

RTE NO.: T
FEDERAL AID:
STATE: City St.
U.S.:

ERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
t Corvallis, . from NW Taft Walnut Blvd. ek (Corvallis)]		1,500	950	275 (City) 275	P.E. all phases.
	0.04	21,000	13,300	3,850 (City) 3,850	Gr. Dr. High-Type Pavement.
ECT TOTAL	0.04	22,000	14,250	8,250	
t Corvallis, from NW Taft Walnut Blvd. Blvd.-N.W. (Corvallis)]		2,500	1,580	460 (City) 460	P.E. all phases. Gr. Dr. High-Type Pavement.
	0.04	40,000	25,400	7,300 (City) 7,300	
ECT TOTAL	0.04	42,500	26,980	15,520	

HANGE: To increase project cost to conform to the latest cost estimate which includes, the project, the additional work necessary to revise NW Walnut Blvd. to provide a connection to NW 29th Street.

-over-

RECOMMENDED		APPROVED	
DATE		DATE	17 FEB 1971
SIGNATURE		SIGNATURE	Original signed by Glen L. Green
TITLE		TITLE	Engineering Coordinator

f funds involved.

USCOMM-DC 48903-P61

To include the additional work on N.W. Walnut Blvd. consisting of Preliminary Engineering, all phases, grade and drain, 2-12' lanes high-type pavement with 4-foot shoulders as part of the project, as a minor program change, to provide a functional intersection connection to N.W. 29th Street.

The total length of the revision of N.W. Walnut Blvd. will be approximately 350 feet (100 feet west and 250 feet east of N.W. 29th Street). This revision is necessary so that the grade of N.W. 29th Street can be constructed to match the proposed future grade (approx. 5 feet lower than existing) of N.W. Walnut Blvd. at the intersection of the two streets.

Mr. Lyle Renz of the FHWA has given tentative approval to include in this project the additional work necessary to revise N.W. Walnut Blvd., provided the revision will not appreciably upgrade N.W. Walnut Blvd., at the present time, to a higher standard than the existing facility. The existing facility consists of 24 feet of pavement with no shoulders.

TOPS

City of Corvallis

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330
(503) 752-4292

PUBLIC WORKS DEPARTMENT

January 8, 1971

RECEIVED
COUNTY & CITY SECTION
JAN 12 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

Mr. H. S. Cox
County-City Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

The City has an approved TOPICS Project, the 29th Street Extension from Taft Avenue to Walnut Boulevard. Inadvertently a portion of the work was omitted, providing for the connection at the intersection of 29th Street with Walnut Boulevard. Please consider this letter as our official request to include additional work in the TOPICS Project.

Recently I forwarded a number of preliminary design drawings to you which illustrate the problem. Proper design of the intersection requires the lowering of the existing grade of Walnut Boulevard approximately 5 feet. Discussion of the work involved follows.

COST ESTIMATE

A preliminary cost estimate is attached with the total cost estimated at $9,500. Quantities, particularly excavation, were derived from the preliminary design drawings referred to previously. The cost estimate deals only with the new work involved on Walnut Boulevard. This cost should be added to the previous estimate which covers the Dixon Creek Crossing and the extension of 29th Street from the creek crossing to Walnut Boulevard. The existing grade at Walnut Boulevard at the extension of 29th Street has been lowered approximately 5 feet, and transition sections have been provided both to the east and to the west to fit existing grades.

The total section length is 350 lineal feet. Two 12 foot travel lanes have been provided with 8 foot shoulders.

JUSTIFICATION FOR INCLUSION OF ADDITIONAL WORK

1. At the time this TOPICS Project was conceived and approved, Walnut Boulevard was a county road still under the jurisdiction of Benton County. It was assumed that the county would participate

NOTE:
will this affect
the April letting
add = $32,000+

1-13-71
Phone City - Frank Currie & Jack Barrow -
owners of Property North of Walnut agreed to
give City 10 feet of R/w as part of Annexation.
B

1-15-71 TO OLSON FOR RE ESTIMATE B.

in the improvement of Walnut Boulevard at the intersection with 29th Street prior to acceptance by the City of this section of county road. However, this was not done and the county disclaims any further responsibility to which the City of Corvallis must agree.

2. The design of the presently conceived TOPICS Project for extension of 29th Street is based upon a permanent solution to problem of grade in this area. Walnut Boulevard must be lowered approximately 5 feet at this intersection to provide for ultimate and best use. Walnut Boulevard is a typical county road constructed many years ago with major consideration given to the drainage problem in this section. Consequently this section was placed upon a berm raising the roadway considerably above the level of the adjoining property. Reconstruction of Walnut Boulevard to city standards requires the lowering of the roadway through the project section.

3. Walnut Boulevard is an important arterial on the approved Type II city street system. This is a planned circumferential street route which is important to the community at this time but which will become of major importance in the future.

4. Hoover Elementary School is located approximately 2500 feet westerly from this intersection and Walnut Boulevard provides the access to this school.

5. To the north of Walnut Boulevard lies the new Timberhill Development which is now in the process of major construction. This new addition consists of approximately 800 acres beginning on the west opposite the Hoover Elementary School, and extending to the east to N.W. 13th Street. Initial development was begun in 1970, opposite Hoover School. Approximately 75 residential lots together with a large townhouse development, have been improved with streets and utilities. Work planned for 1971 in the Timberhill Addition includes the extension of 29th Street northerly beyond Walnut Boulevard, and the extension of Walnut from 25th Street easterly to its connection with Highland Drive. Kings Boulevard is also planned for extension from its present terminal point north of Circle Boulevard to a point northerly from its intersection with Walnut Boulevard

I would appreciate your consideration in adding this segment of work to the TOPICS Project.

Very truly yours,

Tony Groh

Tony Groh
Public Works Director

TG:bg
Enclosures: As Stated
cc: C. Dean Smith, City Manager

PUBLIC WORKS DEPT.
ENG'G. DIVISION

WALNUT BLVD AT 29TH STREET

12-22-'70
BY: FAC / TG

DESCRIPTION:

WORK LIMITED TO WALNUT BLVD. LOWER GRADE AT INTERSECTION APPROXIMATELY 5 FT. SECTION LENGTH IS 350 LIN. FT. PROVIDE TWO 12-FT LANES WITH 8-FT SHOULDERS.

1. EXCAVATION 2500 CY @ \$1.00 = \$2500

2. BASE ROCK (9") $\frac{350 \times 40 \times 0.75}{27}$ = 400 CY @ \$3.50 = \$1400

3. ASPHALT (3") $\frac{350 \times \overset{6}{24}}{\underset{3}{9}} \times \frac{3}{18}$ = 155 TONS @ \$10.00 = \$1550

4. SHOULDERS (3") $\frac{350 \times 16 \times 0.25}{27}$ = 155 CY @ \$3.50 = \$550

SUB-TOTAL — \$6000

CONTINGENCIES — 25% (±) 1500

SUB-TOTAL — \$7500

ENG'G — 25% (±) — \$2000

TOTAL — \$9500

RECEIVED
COUNTY & CITY SECTION
JAN 12 1971
☐ ENGR. ☐ COOR. ☐ JS ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

C

TCPS

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 11, 1970

SUBJECT: N.W. Walnut-N.W. Taft Avenue Section
TOPICS - Corvallis
Benton County

To:

Mr. H. S. Cox
City-County Engineer
Building

Attention: Mr. R. H. Bladorn ✓

RECEIVED
COUNTY & CITY SECTION
DEC 11 1970
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☑ OPE ☐ CE ☑ RE ☐ RPE ☐

Reference is made to your letter of December 7 in regard to an estimate for lowering a section of Walnut Boulevard at the north end of subject project.

An estimate of $23,000 has been made on the section using the limits, profile and cross-sections as submitted by the City. These indicated excavation to a 52-foot subgrade, which would be more than necessary for the requested 24-foot paved street, and would require some additional right of way on the north side if their plan sheet is correct. Cut and fill slopes of 1 to 1 were indicated and should be questioned, along with other details, if this is to be added to the present project. ✓

Attached is a copy of our estimate sheet for this additional work. Also returned to you are the plan, profile and cross-sections which you provided.

Frank L. Hall
Design Engineer

By A D Olson
A. D. Olson
Preliminary Design Engineer

1-6-71
Phoned Groh - Letter to come this week.
B

ADO:jp
Enclos.

12-21-70
Phone Groh - Ltr. to come in near future.
B

12-14-70
Phoned Corvallis - Tony Groh was out - gave Jack Barrow information about Estimate and proposed revision. he will inform Tony and have Him call me back. B

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ______ of ______ Sheets

Section NW Walnut Blvd. Unit ______
County Benton Prefix 6-0203
Highway City Street (Corvallis Draftsman ______ Date 12-11-70
Length ______ Designer Sacre

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Temp. Prot. & Div. of Traffic	All	All	—	All		$2,000^{00}$
Clearing & Grubbing	All	All	—	All		325^{00}
General Excavation	Cu.Yd	2715	285	3000	2^{50}	$7,500^{00}$
Finishing Rdbd. & Slopes	All	All	—	All		175^{00}
Watering	M-Gal	14	1	15	10^{00}	150^{00}
Plant Mix Stone Base	Ton	590	60	650	5^{00}	3250^{00}
3/4"-0 Material in Base	"	95	10	105	5^{00}	525^{00}
Class B Asphalt Mix	"	204	20	224	8^{50}	$1,904^{00}$
Asphalt in Mix	"	11	1	12	35^{00}	420^{00}
				Total		$16,249^{00}$
				+40%		6751^{00}
			Total			$23,000^{00}$

Total ______

☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

SALEM, OREGON
December 7, 1970

Mr. F. L. Hall
Design Engineer
BUILDING

N.W. Walnut Blvd.-N.W. Taft Avenue
(Corvallis) Section
Cost Estimate

Herewith are preliminary plans, profiles, and cross sections for the revision of N.W. Walnut Blvd. to meet the proposed grade of N.W. 29th Street. When this TOPICS project was first requested N.W. Walnut Blvd. was a county road and the County had agreed to lower the road at their expense. The City has now assumed jurisdiction and has requested that the revision of N.W. Walnut Blvd. be included in the TOPICS project.

Please prepare and submit to this office an estimate of cost for this revision.

RICHARD BLADORN B
Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt
Att.

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

PUBLIC WORKS DEPARTMENT
(503) 752-4292

December 4, 1970

Mr. H.S. Cox
County & City Engineer
OSHD, Highway Bldg.
Salem, Oregon 97310

Attn: Mr. Dick Bladorn

Dear Dick:

Forwarded under separate cover are copies of preliminary design of the connection of NW 29th to Walnut Blvd. I would appreciate a determination of inclusion of the work required on Walnut Blvd. in the TOPICS project.

Walnut Blvd. presently is a former county road, 24 feet of paving width, having no curbs or gutter. The 350 lineal feet of length of street requiring reconstruction would be replaced to this same standard. Traffic projections to 1985 estimate 5600 ADT on this section of Walnut Blvd. and widening or further improvement of this short length is not warranted at this time.

Very truly yours,

Tony Groh

Tony Groh
Director Public Works

RECEIVED
COUNTY & CITY SECTION
DEC 7 - 1970
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☑ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

enclosure: separate cover

cc: C. Dean Smith, City Manager
Frank Currie, Engineering

TG:rm

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet ______ of ______ Sheets

Section N.W. Walnut Blvd. at 29th Unit ______
Highway City Street County ______
Length ______ Designer O.L. Draftsman ______ Prefix ______
Date 1-15-71

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Clearing & Grubbing	All	All	—	All	—	325^{00}
General Exc.	Cu. yd	2436	244	2680	2^{50}	6700^{00}
Finish Rdbd. & Slopes	All	All	—	All		175^{00}
Watering	M-Gal	17	2	19	6^{00}	114^{00}
Course Cr. Base	Cu. yd.	568	52	620	5^{00}	3100^{00}
Leveling Course	Cu. yd.	117	13	130	5^{00}	650^{00}
Class "B" Asphalt Mix	Ton	209	21	230	8^{50}	1955^{00}
Asphalt in Mix	Ton	12	1	13	35^{00}	455^{00}
Temp. Protection & Dir. of Traffic	All	All	—	All	—	750^{00}
			Total			14,224
				+40		5776
						20,000^{00}

Total ______

Calculation Sheet

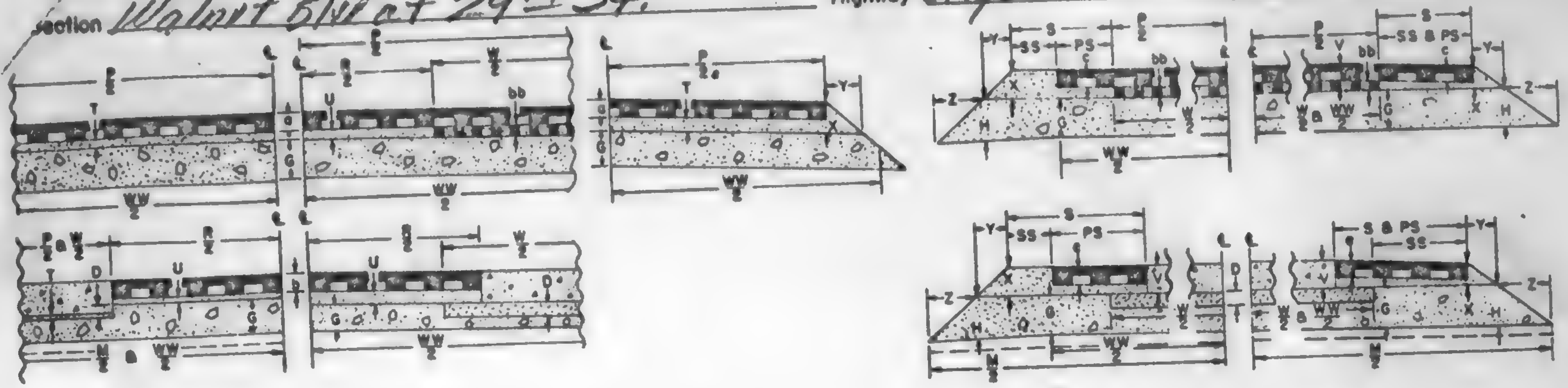
OREGON STATE
HIGHWAY DEPARTMENT

Sheet ______ of ______ Sheets

Checked By ______ Date 1-15-71

By ______ Date ______

Section Walnut Blvd at 29th St. Highway City St. County Benton



4" A.C.
2" Level
10½" Course Base

Length of Section (L) ______ Feet

(Use above space for sketch of Typical Section used and/or calculations)

Specific Gravity ______

LIME TREATED SUBGRADE (M) ______ X (L) ______ / 9 ______ (d) ______ Sq.Yds.

(Depth in inches) Lime ______ / 6 X .01125 X (d) ______ = ______ Tons

STONE BASE

[((G) ______ / 2 X (H) ______ (SS+Y) ______) + ((H) ______ / 2 X (Z) ______) / 27] + [((G) ______ / 2 X (H) ______ (SS+Y) ______) + ((H) ______ / 2 X (Z) ______) / 27] ((L) ______) = ______

((WW) 38.5 X (G) 0.875 X (L) 350 / 27) or [((WW) ______ X (G) ______) - ((D) ______ X (W) ______) / 27 X (L) ______] = 437

11.798

437 {(1.30) = 568 Cu.Yds. ; (*) = ______ Tons}

TOP COURSE BASE and SHOULDERS

Top Course [((R) 24 X (V) 0.17) + ((b) 8.66 X 0.33) / 27] ((L) 350) = 90

4.08 2.86 2 TFS

Shoulders [((V) ______ / 2 X (X) ______ (S) ______) + ((X) ______ / 2 X (Y) ______) - ((PS) ______ X (C) ______) / 27] (2) ((L) ______) = ______

19ª
2429

90 {(1.30) = 117 Cu.Yds. ; (*) = ______ Tons}

WATERING

Crushed Material 685 Cu. Yd. X .025 = 17

Earthwork ______ Cu. Yd. X ______ ** = ______

} 17 M-Gals.

**Furnished by Construction Department

CEMENT TREATED BASE ((W) ______ X (D) ______ / 27 X (L) ______) ( )* = ______ (e) ______ Tons

Cement in C.T.B .05 X (e) ______ = ______ Tons

Asphalt in Seal (W) ______ X (L) ______ X .000091 ______ Tons

PLANT-MIX BITUMINOUS BASE (W) ______ X (L) ______ X (bb) ______ X (Tons/Sq Ft 1" Thick)* ______ = ______ (f) ______ Tons

Asphalt in Bituminous Base Mixture .045 X (f) ______ = ______ Tons

ASPHALT CONCRETE PAVEMENT

Roadway (P) 24 X (L) 350 X (a) 4 X (Tons/Sq Ft 1" Thick)* .0062 = 209

Shoulders & Median (R)+(PS) ______ X (L) ______ X (b or c) ______ X ______ = ______

} (g) 209 Tons

Asphalt Cement in Mixture .055 X (g) 209 = 11⁵ Tons

*See other side for factor.

NOTE: Use only that portion of this sheet which is applicable.
The dimensions "a", "b", "c", & "bb" shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base.
All other dimensions shall be expressed in feet or decimals of feet.

½"-¾" Aggregate
¾"-No. 10 Aggreg
Use 200-300 A
above factors
v. 1-69

1-15-71

OREGON STATE HIGHWAY DEPARTMENT

EARTHWORK COMPUTATION SHEET

W. Walnut Blvd. at 29th HIGHWAY ______ LINE ______

CONTRACT NO. ______ SHRNK OR SWELL FACTOR ______

STATION		AREA CUT	AREA FILL	VOLUME CUT	VOLUME FILL	ADJUSTED FILL VOLUME	SUMMATION
27+50		0					—
				16			
28+00		17					
				550			
29+00		280					
				1028			
30+00		275					
				731			
31+00		120					
				111			
31+50		0					

PAGE TOTAL	2436	
SUB TOTAL		

IBM NO

PAGE NO. ______

Yellow Copy

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1970

SUBJECT: TOPICS-Corvallis (3)
N.W. 9th Street @ Circle Blvd. Section
N.W. Harrison Blvd. @ N.W. 29th Street Section
and N.W. 29th Street @ Dixon Creek Section

To: Mr. D. J. Barbee
Design Engineer

BUILDING

Attention: Mr. P. L. Carstensen

The survey data for the three subject projects has been examined and found to be consistent with the projects as requested by the City and approved by the Highway Commission.

Richard Unrein

Richard Unrein
Urban Engineer
County and City Section

RU:lat

Att.

SP*52476-734

F.E. = $22,470
O.E. = $22,500
diff − $30

REPORT OF SURVEY
DIXON CREEK
NORTHWEST 29th STREET
CITY OF CORVALLIS
BENTON COUNTY

Lowell M Stratton Resident Engineer
Prefix 2-0603 July 18, 1970

The northerly terminus is at the intersection of the centerlines of N.W. 29th Street and Walnut Boulevard station 8+04.58 , the southerly terminus is at station 10+10.5. Which is the northerly end of the existing construction of N.W. 29th Street.

This project is to connect the end of the present construction of 29th St. to Walnut Boulevard, which Benton County has agreed to lower the grades and the grades for 29th St. have been computed accordingly. The grades might require some adjustment to meet the final construction of Walnut Blvd. by the County.

The alignment calls for a double 4'x8' RCBC in Dixon Creek. Care will have to be used in the excavation as there is a city water main under the east end of the structure and a gas main under the westerly end of the structure. The RCBC is a standard double 4'x8' box on a skew with a special handrail as designed by the city of Corvallis on the parapet wall. This will require the highth of the parapet wall to be varialbe so that the handrail will be a uniform distance above the future side walk (side walk to be built by others in the future.) The grades for the box culvert were established by the city of Corvallis.

Curbs are to be constructed but nothing has been received for curb drops for driveways. At the time of construction the city of Corvallis should furnish the construction Resident Engineer with the location of the driveways that will be required to serve the adjacent property. The combination curb & gutter used is the standard used by the city of Corvallis to blend with the exsiting work. Catch basins to be type P this type is close to the type used by the city.

Adjustment of manholes is required and included in the estimate. Adjustmen t of a fire plug and water line to be done by the city of Corvallis. The telephone, power and gas lines are to be adjusted by the respective companies. The city of Corvallis is responsible to see that this is done.

Lowell M Stratton
Resident Engineer

LMS/rgg

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

ction Dixon Creek Unit
ghway N.W. 29th Street (Corvallis) County Benton Prefix 6-0203
ength 0.04 mi. Designer NJC Draftsman Date 7-17-70

Grading and Surfacing Items

Res. Eng'r: Lowell M. Stratton

Item	Unit	Net	10% Allow	Gross	Price	Amount
Temp. Protection & Direction of Traffic	All	All		All		2000^{00}
Clearing & Grubbing	All	(0.25 Ac. Grubbing) All		All		250^{00}
General Excavation	C.Y.	396	34	430	2^{50}	1075^{00}
Trench Excavation	C.Y.	77	8	85	6^{00}	510^{00}
Finishing Roadbed and Slopes	Lump sum	All	—	All		125^{00}
. Watering	M-Gal	9	1	10	10^{00}	100^{00}
Plant Mix Stone Base	Ton	470	50	520	5^{00}	2600^{00}
3/4"-0 Material in Base	Ton	81	9	90	5^{00}	450^{00}
Class "B" Asph. Conc. Mix	Ton	165	15	180	8^{50}	1530^{00}
Asph. Cement in Class "B" Mixture	Ton	11	1	12	35^{00}	420^{00}
. Class "A" Conc. in Curbs	C.Y.	19	2	21	55^{00}	1155^{00}
. Class "A" Conc. in Box Culvert	C.Y.	58	3	61	85^{00}	5180^{00}
3. Reinforcement	lb.	10,500	500	11,000	$.^{20}$	2200^{00}
. Metal Handrail on Structure	Lin Ft.	36	—	36	15^{00}	540^{00}
. Adjust Manhole	Ea.	2	—	2	100^{00}	200^{00}
. Adjust Water Valve	Ea.	1	–	1	15^{00}	15^{00}
7. Remove Conc. Rubble Rip Rap	Sq. Yd.	90	10	100	1^{75}	175^{00}
Subtotal						

Total $18,525^{00}$

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 2 Sheets

Section Dixon Creek Unit
Highway N.W. 29th Street (Corvallis) County Benton Prefix 6-0203
Length 0.04mi. Designer NJC Draftsman Date 7-20-70

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Subtotal Fwrd.						18,525.00
Anticipated Items						
State Share Flagging						100.00
Striping						100.00
Subtotal						18,725.00
Engineering & Contingency 20%						3,745.00
Total						22,470.00
City of Corvallis						
Adjust Fire Hydrant	Ea.	1				
Permanent Signing						

7-27-70 Called Jack Barrows and gave him above est. of cost.

Total

Klaboe

FORM PR-1240
(REV. 3-67)

U.S. DEPARTMENT OF TRANSPORTATIO
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. T-5007(1) & (3)

STATE PROJECT NO. DIXON CREEK & CIRCLE BLVD SPRUCE AVE ON 9TH N.W.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON
6-23-70

PROGRAM NO.

ITEM NO.

COUNTY NAME: BENTON

PROGRAM STAGE (Check) ☐ 1 ☐ 2

TO:

MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

RECEIVED
JUN 26 1970
ENGINEER
COUNTY & CITY DIVISION

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE JUNE 23, 1970	FEDERAL ROUTE NUMBER TYPE II - TOPICS SYSTEM STATE ROUTE NUMBER CORVALLIS CITY STREETS

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH THAT PRELIMINARY ENGINEERING NECESSARY TO PREPARE PS&E DOCUMENTS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

LOCATION AND DESIGN APPROVAL FOR THE SUBJECT PROJECTS WAS GRANTED ON JUNE 16, 1970, AND JUNE 17, 1970.

Young
6-24-70

RECEIVED
JUN 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
HAROLD REYNOLDSON

Chas Barker Cop

NOTED
MARION C. HOLMES

DATE JUNE 23, 1970	SIGNATURE OF APPROVING OFFICIAL G. Greer	TITLE For DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

NOTED
R. H. PRANGE

NOTED
RICHARD BLADORN

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

RECEIVED
JUN 18 1970
FOR FILING

Form FHWA-[illegible] (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem, OR 97308

DATE: June 16, 1970

In reply refer to: 08-35-EC

Topics
Corvallis

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project T-5007(1)
Dixon Creek (Corvallis) Section
Location/Design Approval

Location/Design approval in accordance with Paragraph 10 of PPM 20-8 is given effective June 16, 1970 for the construction of the subject TOPICS Project in the city of Corvallis. This approval is based on the information furnished with Mr. Young's June 10, 1970 letter and previously submitted program data.

REFERRED TO
Young
Asst. State Hwy. Engr.
6-18-70

NOTED
F. B. KLABOE

RECEIVED
JUN 17
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 29 1970
FOR FILING

Topics

Corvallis

June 15, 1970

MISC. CONTRACTS and
AGREEMENTS No. 3964

City of Corvallis
City Hall
Corvallis, Oregon 97330

Attention: George Simerville
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of N. W. 29th Street at Dixon Creek in your city in connection with the TOPICS program.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
G. W. Head, Assistant Secretary

fm
Att.

cc H. S. Cox
(agreement attached)

RECEIVED
JUN 10 1970
FOR FILING

June 10, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Location/Design Approval
Dixon Creek (Corvallis) Section
Project T-5007(1)
City of Corvallis
Benton County

Attention: Glen Green

Dear Sir:

We hereby request your approval of the location/design as described hereinafter for the proposed TOPICS project on the Dixon Creek (Corvallis) Section of N.W. 29th Street (Type II Primary) in the City of Corvallis.

Location: The corridor for the project is N.W. 29th Ave. (dedicated) from N.W. Taft Ave. to N.W. Walnut Blvd.

Design: The proposed roadway section consists of two 12-foot lanes high-type pavement with 8-foot parking lanes and curbs. A 4' x 6' reinforced concrete box culvert to be constructed over Dixon Creek.

The State Highway Division has considered the social, economic and environmental effects of the proposed project and agrees with the City of Corvallis that said location/design is suitable for the project.

Additional documentation to support the proposed location/design was submitted with the PR-1 program data for Item 6, Project No. T-5007(1) as well as Clearinghouse approval and compliance with PPM 20-8.

We further request your authorization, concurrent with location/design approval, to proceed with the P.S. & E. preparation phase of preliminary engineering for the subject Project T-5007(1).

We trust the above information with that submitted with the program data is sufficient to allow your approval and authorization of location/design and P.S. & E. preparation.

The description of location/design for which your approval is requested is being published in appropriate news media. A copy of the request to the news media is enclosed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RNC:bb
Enclosures
cc: Forrest Cooper
R. L. Porter
F. B. Klaboe
D. J. Barbee
H. S. Cox
R. N. Chase
B. L. Gifford

2-0601 TOPS
Corvallis

FORM E-80-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 4, 1970

NOTED
H. S. COX

To: Lowell Stratton
RESIDENT ENGINEER

SUBJECT: Corvallis TOPICS Projects

RECEIVED
JUN 5 - 1970
ENGINEER
COUNTY & CITY DIVISION

MacIntyre has approved Authorities for Survey for the four TOPICS projects in Corvallis. He also has the preliminary data relating to these projects.

Please obtain all of this data from him, review with the City Engineer Glenn Ling and proceed with the surveys at your early convenience.

R. D. Asburry
DIVISION ENGINEER

by Gerald W. Wimer

Gerald W. Wimer
ASST. DIVISION ENGINEER

GWW/cg

cc: D. J. Barbee
Richard Unrein
L. L. MacIntyre

NOTED
HAROLD
RICHARDSON

NOTED
MAINOR C. HOLMES

[illegible]

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
RICHARD BLADORN

NOTED
DON HARWELL

X

TRANSACTION NUMBERS 5-51 TO 5-56

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

ORM PR-48
REV. 7-67)

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
OREGON	5-20-70
BY (Signature) MR. YOUNG'S MAY 11 & 12, 1970 LETTERS	
TITLE PROGRAM AND PLANNING ENGINEER	

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

TAGE 1* TEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 6 THRU 11

5-19-70

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
	T-5007(1)	0.04	22,500	14,250	DIXON CREEK SECTION (CORVALLIS)	ALL PHASES OF PE - GRADE DRAIN & HIGH TYPE PAVEMENT
7	T-5007(2)	0.0	50,200	31,860	CENTRAL BUSINESS (CORVALLIS)	ALL PHASES OF PE- SIGNALIZE INTERSECTION
8	T-5007(3)	0.15	40,000	25,400	NW CIRCLE BLVD TO NW SPRUCE AVE ON NW 9TH (CORVALLIS)	ALL PHASES OF PE - GRADE - DRAIN, HIGH TYPE PAVEMENT AND TRAFFIC SIGNALS
9	T-5007(4)	0.10	34,000	21,600	NW 29TH TO NW 31ST ON HARRISON BLVE.(CORVALLIS)	ALL PHASES OF PE-GRADE-DRAIN,HIGH TYPE PAVEMENT AND TRAFFIC SIGNALS
10	T-5025(1)	1.3	102,000	64,700	STATE ST, WASHINGTON COUPLET (PORTLAND)	ALL PHASES OF PE AND TRAFFIC SIGNALS.
11	T-5025(2)	0.0	54,000	34,300	SW MACADAM AVE. AT BANCROFT ST(PORTLAND)	ALL PHASES OF PE,GRADE,DRAIN HIGH TYPE PAVEMENT,TRAFFIC SIGNALS.

REMARKS (Division)

YOU ARE HEREBY AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING UP TO LOCATION/DESIGN APPROVAL.

RECEIVED
MAY 25 1970

Const
Fed Aid
Gen
Topics
Corvallis

NOTED
F. B. KLABOE

R.L.
Young
5-21-70

RECEIVED
MAY 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED	DATE	APPROVED
SIGNATURE AND TITLE	5-20-70	SIGNATURE AND TITLE R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

MONTHLY TRANSACTION NO. 5-51

DATE SUBMITTED TO W.O. 20 MAY 1970

FORM PR-1
(REV. 4-61)

5-11-70

FEDERAL - AID PRO
(PPM 21-

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* City St. Corvallis NW 29th St. 21 65	**ADT**	PRESENT 1,730	FUTURE 2,000 (66) (70)	YEAR 90 (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* P.E. gr. Dr. H.T. Pave 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. B-2 (72) (73)	PL. AUTH YR (74) (75)

CARD	CLASS OF FEDERAL FUNDS TOPICS	COUNTY NAME Benton
	NAME OF URBAN AREA 17-31 Corvallis	ROUTE NO. T | FEDERAL-AID

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(1418)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5	10			1	**PE**	3	City Street Corvallis, NW 29th St. from NW Taft Ave. to NW Walnut Blvd.	0.04	1,500	950
5					**ROW**		[Dixon Creek (Corvallis) Section]			
5	30			3	**CONST** (CODE) 6201	3		0.04	21,000	13,300

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.04	22,500	14,250
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

20 MAY 1970

B.P.R. OREGON DIVISION

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
1,730	2,000 (66) (70)	90 (71) (72)	08	Oregon	35 (2) (3)	077 (4) (9)	6 (14) (18)

ASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
(70)	(71)	(72) B-Z (73)	(74) (76)	14 T- 23	7 5007	(1) 13	(24)	(26) 27

COUNTY NAME: Benton

CODE 003 (14) (16)

ROUTE NO. T

FEDERAL-AID

STATE (32) City St. (36)

U.S. (37) (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS
1,500	950	275	275 (City)
21,000	13,300	3,850	3,850 (City)
22,500 (23)	14,250 (24) (33)	4,125	4,125 (City)

CHARACTER OF PROPOSED WORK
(Full description)

P.E. all phases.
Gr. Dr. High
Type Pavement.

ROW - 60' normal
Access Control -
None;
Parking Restrictions
- None.

RECEIVED
MAY 22 1970
ENGINEER
COUNTY & CITY DIVISION

REMARKS

Preliminary Engr:
Field $700.00
P.S. & E. 800.00
Total $1,500.00

USCOMM DUSCOMM-DC 48905-P61

DIXON CREEK (CORVALLIS) SECTION
Project T-5007(1)

Existing Facility: Dedicated 60 foot R/W.

Adjacent Facilities:

North End: Connects with Walnut Blvd.
South End: 40 foot paved street section with curbs.

Project Data: The project consists of Preliminary Engineering, all phases, grade and drain, 2-12' lanes high type pavements, with 8' parking lanes and curbs, and a 4' x 16' box culvert over Dixon Creek.

System Action, Railroads, Airports, Water Developments, Recreation and Historical Areas: None Involved.

Public Hearings: Not required under the provisions of paragraph 6c of PPM 20-8 as the project is within existing R/W.

Relocation Assistance Payments: None Involved.

State Clearinghouse Approval: April 23, 1970.

District Clearinghouse: "Notice of Intent" sent to Linn-Benton Association of Governments (District #4) March 19, 1970 and said notice has lain before said Clearinghouse for more than 30 days without action, therefor it is assumed there will be no adverse review or objections.

The State does not, at this time, have the legal authority to control the use by utilities of the right of way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

NOTED
H. S. COX

Mr. Tony Groh
Public Works Director
City Hall
Corvallis, Oregon 97330

May 15, 1970

Dear Tony,

As per your request we are enclosing copies of project letting schedule graphs prepared in April which indicate time factors and estimated times to complete these items for the four proposed TOPICS projects in Corvallis.

Please bear in mind that these are estimates for the various factors and that adjustments will be made as critical items are completed. Some steps are contingent upon the completion of others. The following are some of the critical items:

1. Bid letting date in items 10 upon all other items being completed five weeks prior.
2. Items 11 and 14 upon completion of item 9.
3. Item 9 upon completion of items 5 or 8.
4. Item 8 upon completion of item 7.
5. Item 5 upon completion of item 4.
6. Item 4 upon completion of item 2.

Also, as you can see by the enclosed Design Department "schedule for advance of plans to contract letting stage," that item 10 will take approximately 13 weeks to complete. Should you have any further questions, please feel free to contact this office for information.

Very truly yours,

H. S. Cox
County and City Engineer

NOTED
RICHARD UNREIN

By: Richard Unrein
Urban Aid Engineer

NOTED
HAROLD
REYNOLDSON

RU:ljt

Enclosures

NOTED
P. B. [illegible]

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
MAINOR C. HOLMES

NOTED
RON HARWELL

RECEIVED
MAY 18 1970
FOR FILING

Topics
Corvallis
NW 29th
Tafb to Walnut

May 11, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for four TOPICS Projects in Corvallis, Item Nos. 6 thru 9, which we desire to have included in the Federal-Aid TOPICS Program as established in the 1968 Highway Act.

Each of the project programs contain all phases of Preliminary Engineering and construction. We hereby request your authorization to proceed with the phase of Preliminary Engineering necessary to obtain BPR location/design approval for each project.

We will request further authorization to proceed with Preliminary Engineering for PS & E preparation for each project as soon as location/design approval is granted.

These projects are programmed under the provisions of paragraph 8b of PPM 21-18 as all steps set forth therein will be completed with reasonable certainty within the 18-month limitation.

Item No. 7, Project T-6007(2), Corvallis Central Business District Section, consists of Preliminary Engineering and construction on a Type I Primary Highway (3rd and 4th Streets) as well as a Type II Primary Highway (2nd Street). This is to certify that this project will have a priority which indicates the improvement, for maximum benefits, should be accomplished at this time and as the Highway Division has obligated all available Primary Federal-Aid Funds, the project is programmed under the provisions of paragraph 8d of PPM 20-18 using TOPICS Funds.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

RNC:dg

L. H. Young
Program and Planning Engineer

MONTHLY TRANSACTION NO. -

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

5-11-70

FEDERAL - AID
(PP

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (*45 typewriter spaces*) City St. Corvallis NW 29th St. 21 65	**ADT**	PRESENT 1,730	FUTURE 2,000 (66) (70)

CARD 3	CHARACTER OF PROPOSED WORK (*35 typewriter spaces*) P.E. gr. Dr. H.T. Pave 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. A (74)

CARD	CLASS OF FEDERAL FUNDS TOPICS	COUNTY NAME Ben
	NAME OF URBAN AREA 17-31 Corvallis	ROUTE NO. T | FEDERAL

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (*Full description*)	MILES	ESTIMATED PROJEC TOTAL ESTIMATED COST	FEDERAL FUND
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		City Street Corvallis, NW 29th St. from NW Taft Ave. to NW Walnut Blvd.	0.04	1,500	950
5					**ROW**		[Dixon Creek (Corvallis) Section]			
5					**CONST** (COD2)			0.04	21,000	13,300

CARD	CODE	PREPARED BY	PROJECT TOTALS	0.04	22,500	14,250
1	1				(16) (23)	(24)
1	14	PROGRAM APPROVAL DATES				

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	1,730	2,000	90	08	Oregon	35	077	6

PV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			I. Projects Only	
					PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
					T-	5007	(1)		

COUNTY NAME Benton CODE 003

ROUTE NO. T FEDERAL-AID STATE City St. U.S.

PROGRAM STAGE ☐ 1 OR ☒ 2

	ESTIMATED PROJECT COST BY PHASES				
MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
0.04	1,500	950	275	275 (City)	P.E. all phases. Gr. Dr. High Type Pavement.
0.04	21,000	13,300	3,850	3,850 (City)	ROW - 60' normal Access Control - None; Parking Restrictions - None.
0.04	22,500	14,250	4,125	4,125 (City)	

REMARKS

Preliminary Engr:

Field	$700.00
P.S. & E.	800.00
Total	$1,500.00

:

USCOMM DUSCOMM-DC 48908-P61

DIXON CREEK (CORVALLIS) SECTION
Project T-5007(1)

Existing Facility: Dedicated 60 foot R/W.

Adjacent Facilities:

North End: Connects with Walnut Blvd.
South End: 40 foot paved street section with curbs.

Project Data: The project consists of Preliminary Engineering, all phases, grade and drain, 2-12' lanes high type pavements, with 8' parking lanes and curbs, and a 4' x 16' box culvert over Dixon Creek.

System Action, Railroads, Airports, Water Developments, Recreation and Historical Areas: None Involved.

Public Hearings: Not required under the provisions of paragraph 6c of PPM 20-8 as the project is within existing R/W.

Relocation Assistance Payments: None Involved.

State Clearinghouse Approval: April 23, 1970.

District Clearinghouse: "Notice of Intent" sent to Linn-Benton Association of Governments (District #4) March 19, 1970 and said notice has lain before said Clearinghouse for more than 30 days without action, therefor it is assumed there will be no adverse review or objections.

The State does not, at this time, have the legal authority to control the use by utilities of the right of way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

1859

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

WARD G. WESTERDAHL, II
Director

April 23, 1970

NOTED
H. S. COX

RECEIVED
APR 29 1970
ENGINEER
COUNTY & CITY DIVISION

Mr. Forrest Cooper, State Engineer
Highway Division
Department of Transportation
Highway Building
Salem, Oregon 97310

HIGHWAY DIVISION - CORVALLIS TOPICS

The Corvallis TOPICS project has been coordinated with the interested state agencies and all concur. It is expected that its accomplishment will materially improve the traffic flow in the Corvallis urban area.

Ed

Edward G. Westerdahl, II

4-27-70

REFERRED TO
Young
By ___ St. ___ Hwy. Engr

CO

NOTED
P. B. Arensmeier

RECEIVED
APR 27 1970
PROGRAM & PLANNING
DIVISION

NOTED
MAINOR C. HOLMES

RECEIVED
APR 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Ellison

NOTED
RICHARD UNREIN ✓

NOTED
R. W. ELLISON

cc's

NOTED
DON HARWELL

Noted
Oscar H. Norberg

RECEIVED
APR 15 1970
FOR FILING

MEMO TO FILES
April 13, 1970

The proposed TOPICS project in Corvallis on N.W. 29th Street at Dixon Creek involves construction of a concrete box culvert over Dixon Creek and extending the existing 40-foot curbed street section 150 to 200 feet northerly to N.W. Walnut Blvd. to provide route continuity.

This section of N.W. 29th Street is a part of the 1965 Kingsview Subdivision and is a dedicated 60-foot right-of-way. N.W. 29th Street was constructed to its present terminus in 1966 and was terminated at this point because of a lack of financing to complete its connection to N.W. Walnut Blvd.

As this proposed project is on existing right-of-way, and does not change the original layout or function of N.W. 29th Street's intended use, and would not adversely effect abutting real property; a public hearing is not required for this project pursuant to paragraph 6-c, PPM 20-8.

Richard Unrein
Richard Unrein
Urban Aid Engineer
County and City Department

RU:ljt

cc: F. B. Klaboe
L. H. Young
D. J. Barbee
R. N. Chase
D. E. Keyes
R. D. Asburry
Bureau of Public Roads

RECEIVED
APR 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 24 1970
FOR FILING

Corr
Fed Aid
Gen

Topics
Corvallis

March 19, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are the completed Notice of Intent to apply for federal assistance for 4 federal-aid TOPICS Projects for the City of Corvallis as follows:

State Administrative District No. 4

N. W. 29th Street at Dixon Creek
Central Business District Traffic Signal System
N. W. Circle Blvd.-N. W. Spruce Avenue on
N. W. 9th Street
N. W. 31st Street-N. W. 29th Street on
N. W. Harrison Blvd.

It is anticipated that these projects are of local interest only and that few, if any, comments will be received from the area agencies.

The estimated date of filing for federal-aid funds on these projects is May 1, 1970. In order that these dates and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Attach.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
R. W. ELLISON

L. H. Young
Program and Planning Engineer

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
D. H. Moehring
H. S. Cox
R. L. Schroeder
B. L. Gifford
E. N. Chase

BLG:aw

ATTACHMENT B

NOTICE OF INTENT

March 19, 1970

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division Salem (Address)
Contact Person L. H. Young 2761 (Phone)

1. Project Location

Administrative District 4 City Corvallis

County Benton Special District(s) (if applicable)

Other affected jurisdictions/agencies

2. Federal Program

Common Program Name Federal Aid Topics

Authorizing Legislation Title 23, USC Highways, Section 135 (Public Law No. and Title)

Fed. Admin. Agency: Dept. Department of Transportation

Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant 13,500 Source of State Agency Share (if any)

Local Applicant Share 4,500 Corvallis General Fund -

*State Agency Share 4,500 Other Funds (specify) -

Other (specify) -

TOTAL 22,500 *Total State Agency Share 4,500

*Indicates totals should be equal.

4. Estimated Application Filing Date May 1, 1970

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

N. W. 29th STREET AT DIXON CREEK

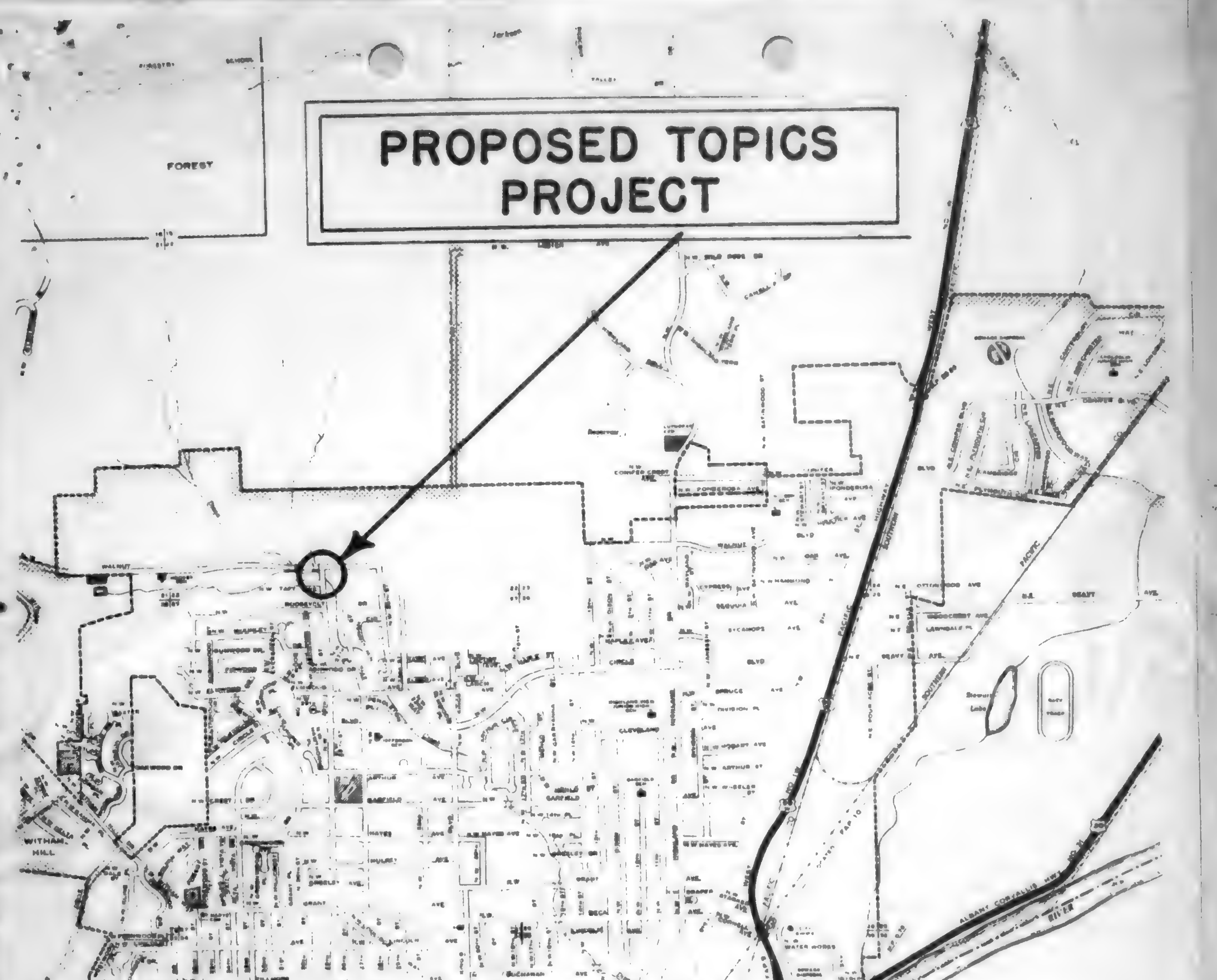
FAP, Type II Route
Project to consist of preliminary engineering, right-of-way acquisition, grading, paving, structure and incidental work to increase the capacity and safety of the existing facility.

(over)

This project is to improve N. W. 29th Street from N. W. Walnut Boulevard southerly approximately 200 feet to its present terminus, construct a concrete box culvert over Dixon Creek and provide a 40-foot curbed street section.

See attached map for geographical location.

PROPOSED TOPICS PROJECT



FOREST
WALNUT
WITHAM HILL
WATER WORKS
ALBANY CORVALLIS HWY
N
Fisher
Island
CORVALLIS

RECEIVED
MAR 24 1970

Cyrel
Fed Aid
Topics
Corvallis

March 19, 1970

Linn-Benton Association of Governments (LBAG)
P. O. Box 100
Linn County Courthouse
Albany, Oregon 97321

Gentlemen:

Attached for your review and comment as District Clearinghouse (re: Executive Memorandum 01-270-02), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid TOPICS projects in the City of Corvallis.

N. W. 29th Street at Dixon Creek
Central Business District Traffic Signal System
N. W. Circle Blvd. - N. W. Spruce Avenue on
N. W. 9th Street
N. W. 31st Street - N. W. 29th Street on
N. W. Harrison Blvd.

As required by said Executive Memorandum, the Notice of Intent has been sent to the State Clearinghouse for review and comment.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
R. W. ELLISON

L. H. Young
Program and Planning Engineer

Attach.

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
D. H. Moehring
H. S. Cox
R. L. Schroeder
B. L. Gifford
R. N. Chase

BLG:aw

NOTED
H. S. COX

SALEM, OREGON
March 17, 1970

TOPICS Projects (4)
City of Corvallis
Programming

Mr. L. H. Young
Program & Planning Engineer
BUILDING

At its March 17 meeting, the Highway Commission approved four Federal Aid TOPICS project requests from the City of Corvallis.

The first project will provide route continuity by completing a 200 foot gap in N.W. 29th Street. This project will involve construction of a 40-foot curbed street section to match the width of the existing street. Total cost is estimated at $22,500, which includes $1,500 for preliminary engineering.

The second Corvallis project adds two new pretimed traffic control signals to the central business district traffic signal system and up-dates and standardizes twelve existing signalized intersections. A public hearing will be required. Total cost is estimated at $50,200, of which $1,200 is for preliminary engineering.

A third Corvallis project is a signalization and widening project on N.W. 9th Street that replaces an existing two-phase traffic control signal at N.W. Circle Blvd. with a fully-actuated traffic control signal and provides for a 700-foot long free left-turn lane southerly of the traffic signal on N.W. 9th Street. Total cost is estimated at $40,000 and includes $2,000 for preliminary engineering.

The fourth project is also a signalization and widening project. N.W. Harrison Blvd. will be widened between N.W. 31st Street and N.W. 29th Street to provide for turning movements and the existing two-phase traffic control signal at N.W. 29th Street will be replaced by a fully-actuated traffic control signal. A public hearing will be required. Total cost of this project is estimated at $34,000, and includes $2,000 for preliminary engineering.

Would you please file the required Notices of Intent with the appropriate clearing houses and program the preliminary engineering for these projects with the Bureau of Public Roads as Federal Aid TOPICS projects.

Attached for your information and use are the following:

1. Copies of project tabulations submitted to Highway Commission.

NOTED
HAROLD
REYNOLDSON

NOTED
L. B. [illegible]

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

2. A Corvallis urban map showing the approved tentative TOPICS Federal Aid Primary Type II System.

3. Sixteen copies of the Corvallis Urban Area Map.

4. Maps of each project location.

NOTED
RICHARD UNREIN

Richard Unrein
Urban Aid Engineer'
County and City Department

RU:ljt
Attachments

bc: F. B. Klaboe
F. B. Crandall
L. H. Young
R. D. Asburry

Mr. Tony Groh
Public Works Director
City Hall
Corvallis, Oregon 97330

March 17, 1970

Dear Tony:

On March 17, 1970, the Oregon State Highway Commission approved the City of Corvallis' request for four Federal Aid TOPICS projects. Attached for your information are summaries of the projects.

We will now proceed to file the necessary "Notices of Intent" and program the preliminary engineering with the Bureau of Public Roads. Upon receiving their approval, we will initiate the design of these projects. In the near future, we will prepare and forward to you agreements to cover the particulars for these projects.

Very truly yours,

H. S. Cox
County and City Engineer

NOTED
RICHARD UNREIN

By: Richard Unrein
Urban Aid Engineer

RU:ljt
Attachments

NOTED
DON HARWELL

RECEIVED
MAR 9 - 1970
FOR FILING

Const
Fed Aid
Gen

Topics
Corvallis

March 9, 1970

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the March 17 meeting will be four requests from the City of Corvallis for Federal-Aid TOPICS projects.

The first project will provide route continuity by completing a 200-foot gap in N. W. 29th Street which will involve construction of a concrete box culvert over Dixon Creek and the construction of a 40-foot curbed street section. The TOPICS funds for this project are estimated at $22,300 of which $4,300 will be the cost to the State.

The second project is the installation of two traffic control signals to the central business district traffic signal system and the updating and standardization of twelve existing signalized intersections. TOPICS funds required for this project are estimated to be $30,200, of which $10,040 will be the cost to the State.

The third project involves installation of a fully-actuated traffic control signal on N. W. 9th Street at N. W. Circle Boulevard and the widening of N. W. 9th Street southerly approximately 700 feet to provide for a free left-turn lane. This project will require approximately $40,000 in TOPICS funds that will include an estimated $8,000 in State funds.

The fourth project is a signalization and widening on N. W. Harrison Boulevard at the northerly edge of Oregon State University. A fully-actuated traffic control signal will be installed at N. W. 29th Street and Harrison Boulevard will be widened easterly to N. W. 31st Street to provide for turning movements. The TOPICS funds for this project are estimated at $34,000, which includes approximately $6,000 in State funds.

These projects have been investigated and are eligible for funding under the Federal-Aid TOPICS program. I recommend your approval and request authority for the Secretary to sign project agreements for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
L. H. Young
V. E. Skoog
F. B. Crandall
H. S. Cox
R. D. Asburry

RU:ljt mr

RECEIVED
MAR 9 - 1970
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

Const
Fed Aid
Gen
Topics
Corvallis

March 6, 1970

Mr. Tony Groh
Public Works Director
City Hall
Corvallis, Oregon 97330

Dear Tony:

The four TOPICS project requests submitted by the City of Corvallis on January 21, 1970, will be presented to the Highway Commission at the March 17, 1970 Commission meeting for approval. The following is our total estimated cost of these four projects:

1. NW 29th Street @ Dixon Creek	$ 22,500
2. C.B.D. Traffic Signal System	50,200
3. NW 9th Street @ Circle Boulevard	40,000
4. NW Harrison Boulevard @ 29th Street	34,000
TOTAL	$146,700

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein

Richard Unrein
Urban Aid Engineer

NOTED
F.B. KLABOE

RU:mm

bc: F. B. Klaboe

RECEIVED
MAR 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 5, 1970

SUBJECT: TOPICS Request
City of Corvallis
Cost Estimate

NOTED
H. S. COX

To:
Mr. Richard Unrein
Urban Aid Engineer
County and City Division
Building

Reference is made to your letter of January 29 in regard to a TOPICS on 29th Street in Corvallis.

Our estimate for preliminary engineering would be $1,500 and for construction would be $21,000. If you have any questions please contact me.

D. J. Barbee
Design Engineer

By A. D. Olson
A. D. Olson
Preliminary Design Engineer

ADO:jp

RECEIVED
FEB 6 - 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
MARION C. HOLMES

NOTED
DON HARWELL

TOPS

~~PHONE [illegible]~~
PHONE 752-4292

City of Corvallis

HOME OF OREGON STATE UNIVERSITY
CORVALLIS, OREGON 97330

OFFICE OF THE PUBLIC WORKS DIRECTOR

January 21, 1970

RECEIVED
JAN 22 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

Mr. H. S. Cox
County-City Engineer
Oregon State Highway Dept.
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

Being forwarded under separate cover are four TOPICS projects requests for the City of Corvallis.

Preliminary costs have been estimated and the total of these four projects is $132,000. This is in excess of the $92,000 presently allocated to the city during the current budget year, 1969-70, but the time schedule is such that it appears that all of these projects would carry over into the next fiscal year. In this next fiscal year, 1970-71, an additional $92,000 has been allocated totaling $184,000 for the city for possible TOPICS Projects. It appears reasonable therefore, to submit our application to the extent shown.

Funds to support the TOPICS program have been provided in the current budget and additional funds will be provided for in the coming budget to support all of the city's requirements.

I would appreciate your consideration of these project requests and an early decision concerning their approval. Please advise if additional information or clarification is needed.

Very truly yours,

Tony Groh

Tony Groh
Public Works Director

TG:bg

cc: C. Dean Smith, City Manager
Glenn Ling, City Engineer

NOTED
HAROLD
REYNOLDSON

NOTED
P. B. Arensmeier

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
JAN 23 1970
ENGINEER
COUNTY & CITY DIVISION

TOPICS PROJECT REQUEST

Project # 1
Date 1/20/70

Name of City City of Corvallis
Major Street Name 29th Street
Section Name

Location of Project (Attach sketch map) Length 150 feet
On Which System? Primary I ______ Primary II X ✓ or Secondary ______

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? NO Date PLAN approved: ______; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? YES (If the latter, please attach documentation and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? NO
Explain

Describe Project Extend 29th Street to NW Walnut Boulevard to provide continuity for 29th Street. This involves construction of box culvert and approximately 150 feet of street paving.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Location: Not Applicable

2. Type: a. Traffic Control ______
   1. Pretimed ______
   2. Traffic-actuated ______
      (a.) Full traffic-actuated ______
      (b.) Semi-traffic-actuated ______
      (c.) Volume density-actuated ______
      (d.) Pedestrian actuated ______

Footnotes:

1-28-70
REVIEWED with
L.P. RENZ - BPR

T-1-69

b. Flashing Beacon ______
c. Caution ______
d. Drawbridge ______
e. Lane-direction ______
f. Other ______

3. Number of Phases:
a. Two ______
b. Three ______
c. Multiple ______

4. Is interconnection for coordination necessary? ______ Remarks: ______

If so, by cable or leased telephone line? ______

5. Type of Suspension:
a. Mast Arm ______
b. Span Wire ______
c. Signal Bridge ______

6. Paint Color Desired: ______

7. Present Signalization: ______

8. Other Remarks: ______

II. ILLUMINATION DATA: (Eligible only when included as a priority project in approved TOPICS PLAN)

1. Location: Not applicable

2. Type:
a. Mercury Vapor ______
b. Fluorescent ______
c. High-pressure Sodium ______
d. Incandescent ______

3. Luminaire Distribution Type and Classification:
a. I ______
b. II ______
c. III ______
d. IV ______
e. V ______

Footnotes:

4. Luminaire Wattage:
   - a. 175 ______
   - b. 250 ______
   - c. 400 ______
   - d. 700 ______
   - e. 1000 ______

5. Luminaire Spacing: ____________________

6. Maintained Intensity: ____________________

7. Uniformity Ratio: ____________________

8. Proposed Mounting Height:
   - a. 30 ft. ______
   - b. 40 ft. ______
   - c. 45 ft. ______
   - d. 50 ft. ______

9. Pole Type:
   - a. Wood ______
   - b. Steel ______
   - c. Aluminum ______

10. Operating Voltage:
   - a. 120 ______
   - b. 240 ______
   - c. 480 ______
   - d. Series ______

11. Type of Wiring:
   - a. Overhead ______
   - b. Underground ______

12. Present Illumination: ____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: Not Applicable ______

2. Desired Work: ______

3. Typical Section: ______

4. Curbs? ______ If so, a. Type Desired: (Standard, monolithic, rolled, or special) ______
   b. Exposure ______ inches
   c. Width between curbs ______ ft.
   d. Desired curb radius ______ ft.

5. Surfacing: A.C.______ P.C.C. ______ Oil ______ Other ______

6. Present Typical Section and Surfacing: ______

7. Traffic Control Signing:
   a. To be part of project? ______
   b. By City? ______ c. By State at City Expense? ______
   (NOTE: These signs must be in place prior to BPR acceptance.)

8. Striping:
   a. To be part of project? ______
   b. By City? ______
   c. By State at City Expense? ______
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind.)
   a. Length ______ft.
   b. Width ______ft.
   c. Type ______
   d. Location: ______

Footnotes:

IV. STRUCTURE DATA:

1. Location: Box culvert across Dixon Creek on NW 29th Street approximately 150 feet South of Walnut Boulevard

2. Desired Work: Construct box culvert 4'x16' and extend 40 foot wide street approximately 150 feet.

3. Name of Structure: Dixon Creek Bridge

4. Name of Stream, Street or Facility being Spanned: Dixon Creek

5. Desired Roadway Width of Structure: 40 ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? Yes Width? 5' ft. Location On curb line

7. Is a particular type of structure and design desired? Yes
Explain: Box culvert. OSHD design H-20 loading.

8. Can street be closed during construction? Yes

9. Detour:
   a. Required? No
   b. By City? ______
   c. By Contractor? ______

10. Approaches or Connections:
    a. By City? ______
    b. By Contractor? Yes
    c. Traveled surface: Type AC paving
       Width 40 ft.
    d. Shoulders: Type ______
       Width None ft.

11. Existing Structure: Not Applicable
    a. Remain in Place? ______
    b. Use for Detour? ______
    c. Removed by City? ______
    d. Removed by Contractor? ______
    e. Salvaged by Contractor for City? ______

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes: #5. Roadway width is 40 feet measured from curb to curb. Curbs shall be curb and gutter with 24" gutter.

12. Is riprap or rock blanket required? Yes
   a. By City? ____
   b. By Contractor? X

13. Will any of the following utilities be attached to the structure?
   a. Water Mains: No Size: ____
      Owner: ____
   b. Sanitary Sewer Mains: No Size: ____
      Owner: ____
   c. Storm Sewer: No Size: ____
      Owner: ____
   d. Gas Mains: No Size: ____
      Owner: ____
   e. Power Lines: No
      Owner: ____
   f. Telephone Lines: No
      Owner: ____
   g. Other Utilities: ____

14. Does City wish provisions made for future utility attachment to structure? No Explain: ____

15. Does City wish lightpost bases and conduit installed? No

16. Are there any unusual or complicating conditions? No
    Explain: ____

17. Describe Existing Structure: There is no existing structure.

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA:

1. What is general width of existing right-of-way? 60 ft.
   - a. Maximum: 60 ft.
   - b. Minimum: ______ ft.

2. Will additional right-of-way be needed? No Explain: ______

3. Shall State prepare right-of-way descriptions? No

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: ______

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: ______

8. Are utilities on existing right-of-way by? Permit ______ or Franchise Yes (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner ______, and dates between which water can be turned off:
   From ______ To ______ Location: ______

10. Are there any railroad crossings? No Location: ______

Footnotes:

a. Name of Railroad ____________________
b. Number of tracks: Mainline ____ Siding ____ Total ____
c. Sight Distance (1.) (Direction) ________ Distance ______ ft.
(2.) (Direction) ________ Distance ______ ft.
d. Number of Trains: (1) Passenger ________ Speed ________ mph
(2) Freight ________ Speed ________ mph
e. Angle of Intersection: ____________________
f. Type of Existing Crossing: (1.) Grade ____________
(2.) Overcrossing ________
(3.) Undercrossing ________
g. Existing Protection: (1.) Advance warning signs ________
(2.) Automatic flasher ________
(3.) Automatic bell ________
(4.) Gates ________
(5.) Stop signs ________
(6.) Crossbucks ________
(7.) Other ________
h. Proposed Type Crossing and Protection: ________
____
____
i. Are there to be stopping lanes for buses and trucks? ____
j. Will crossing be altered to the extent that will require a P.U.C. hearing? ______
(1.) Does City wish State to prepare P.U.C. hearing data? ______
(2.) Will P.U.C. application be made by? State ______
City ______
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: ____________________
____
____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 92,000
2. Estimated Cost of Requested Project $ 18,000
3. Date Match Money is Available: Immediately
4. Will there be any 100% City money? No
5. Maximum Amount of 100% City Money: $------

Footnotes:

6. Other Remarks: ____________________

This application is not complete unless a sketch map showing the location of the project is attached.

The Corvallis City Council on the 19th day of January, 19 70, adopted Resolution No. ______ or Ordinance No. 70-18, as the case may be, requesting this TOPICS project.

By C. Dean Smith
City Manager

By Tony Groh
Public Works Director

City of Corvallis
Public Works Department
January 20, 1970

DOCUMENTATION

Proposed TOPICS Project

1. A. Type: Street Continuity and Structure.

   B. Location: 29th Street and Dixon Creek Crossing, to Walnut Boulevard.

   C. Estimated Cost: $18,000.

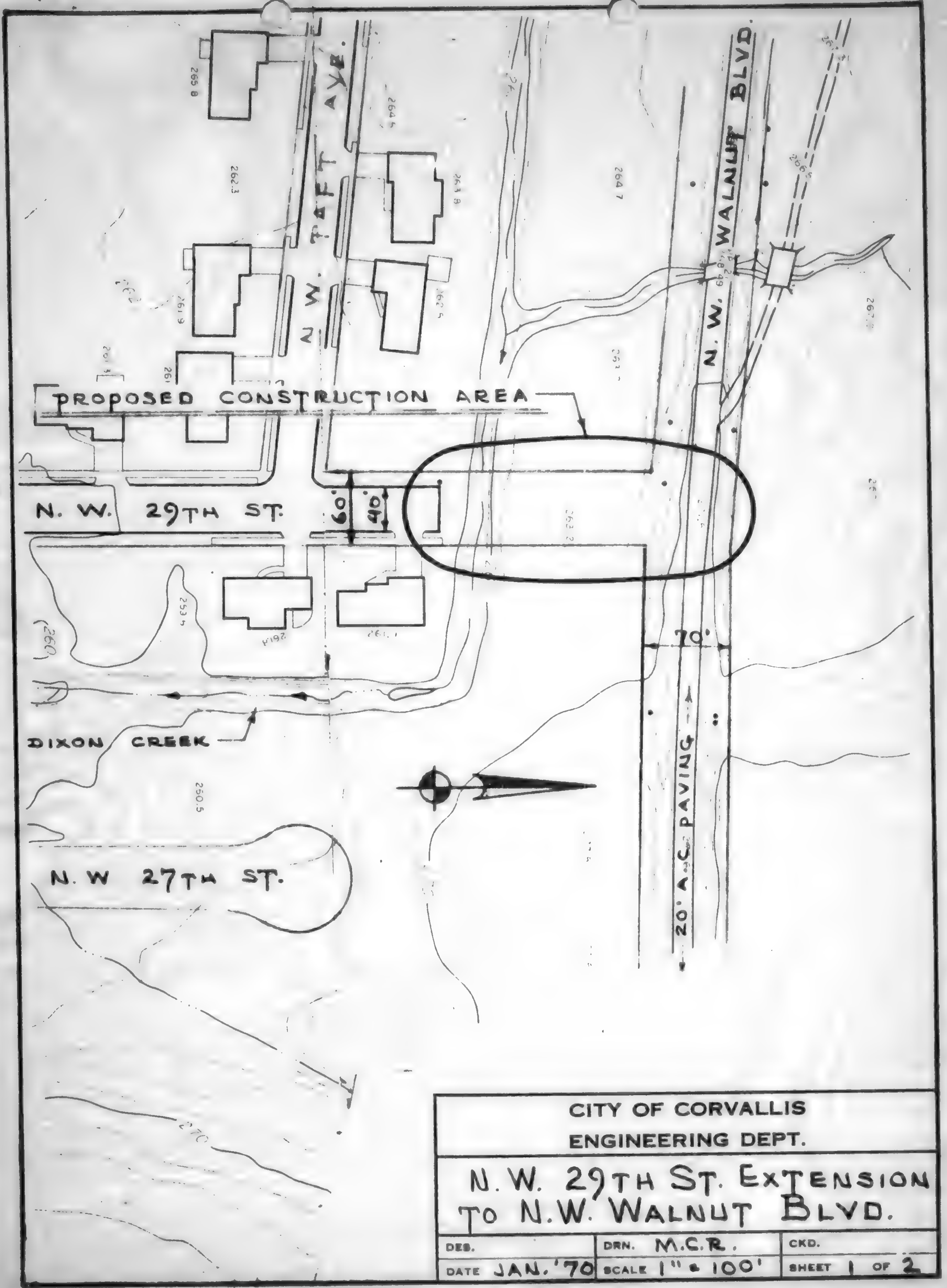
   D. Areawide TOPICS Plan Status:

   The tentative TOPICS Primary Type II Federal Aid System for the Corvallis Urban Area was approved by the Oregon Division Engineer of the Bureau of Public Roads effective December 3, 1969. It is expected to complete the requirements for the area wide TOPICS plan in the 18 month period allowed. Part of the data has already been gathered and work is proceeding toward completion within the 18 month period. This project will be a priority project on the completed plan.

   E. Purpose of Project:

   The improved portion of NW 29th Street presently terminates at Dixon Creek approximately 150 feet South of Walnut Boulevard. Continuity is required to connect 29th Street to Walnut Boulevard. The only present connection to Walnut Boulevard lies to the East over a number of residential land access streets, connecting to Circle Boulevard at 23rd Street.

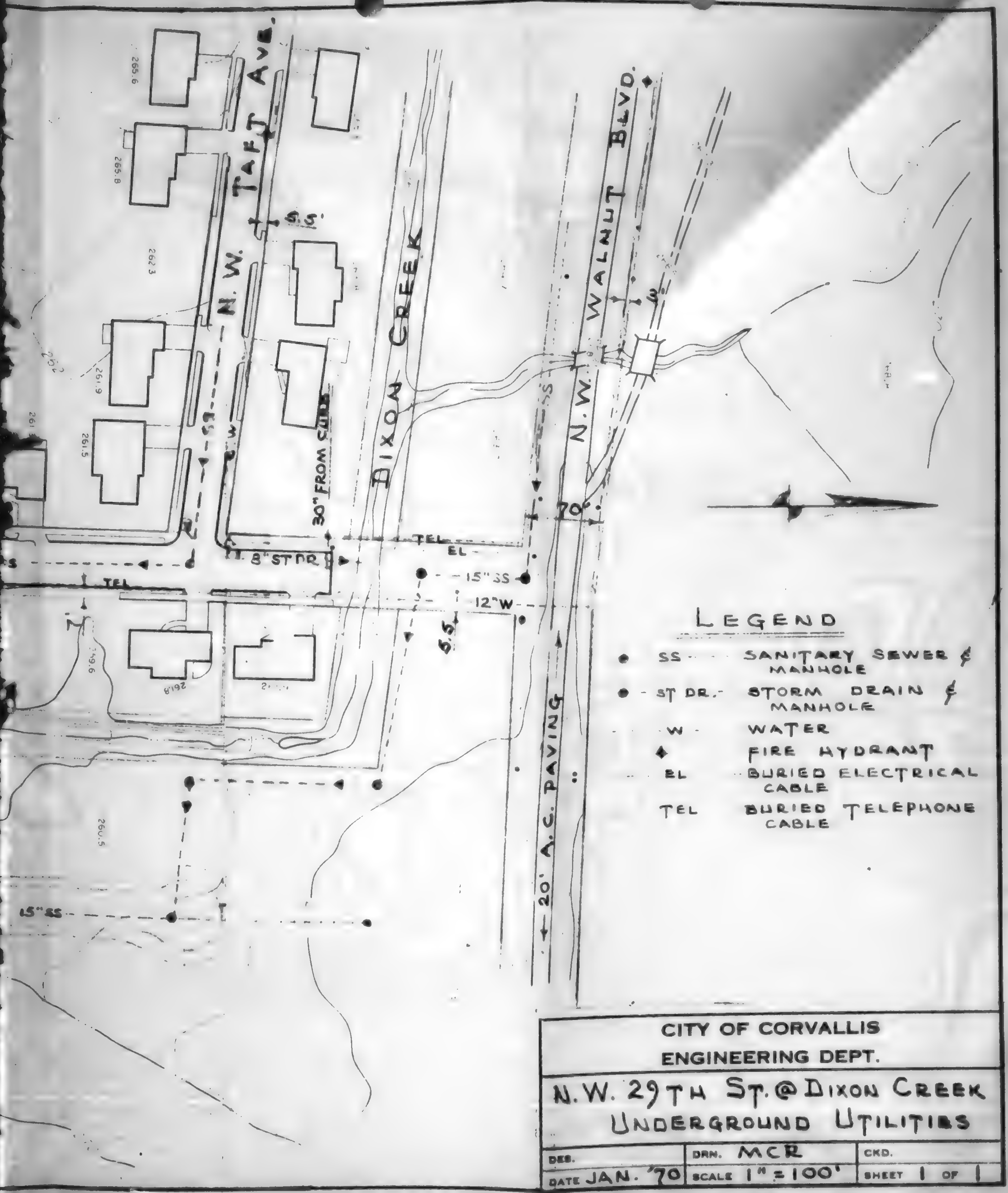
   Development along Walnut Boulevard has occurred and is underway. Hoover Elementary School, located approximately 2500 feet to the East, was opened in September, 1968, and has an enrollment of approximately 500 students. Opposite the school area on the North side of Walnut Boulevard, a 124 lot subdivision has been platted in the Brandis Development. This development totals 800 acres of which this first housing project is the initial phase. Construction of sanitary sewers, water lines, and streets is programmed for the summer of 1970. NW 29th Street extends to the North beyond Walnut Boulevard into this new development and serves as a collector street for the general area.


N.W. TAFT AVE.
N.W. WALNUT BLVD
PROPOSED CONSTRUCTION AREA
N.W. 29TH ST.
60'
40'
70'
20' A.C. PAVING
DIXON CREEK
N.W 27TH ST.
260
270

CITY OF CORVALLIS
ENGINEERING DEPT.

N.W. 29TH ST. EXTENSION TO N.W. WALNUT BLVD.

DES.	DRN. M.C.R.	CKD.
DATE JAN. '70	SCALE 1" = 100'	SHEET 1 OF 2


N.W. TAFT AVE.
5.5'
N.W. WALNUT BLVD.
8'
DIXON CREEK
SS
W
30" FROM CURB
70'
TEL
EL
8" ST DR
15" SS
12" W
5.5'
TEL
20' A.C. PAVING
15" SS
265.6
265.8
262.3
261.9
261.5
261.8
260.5

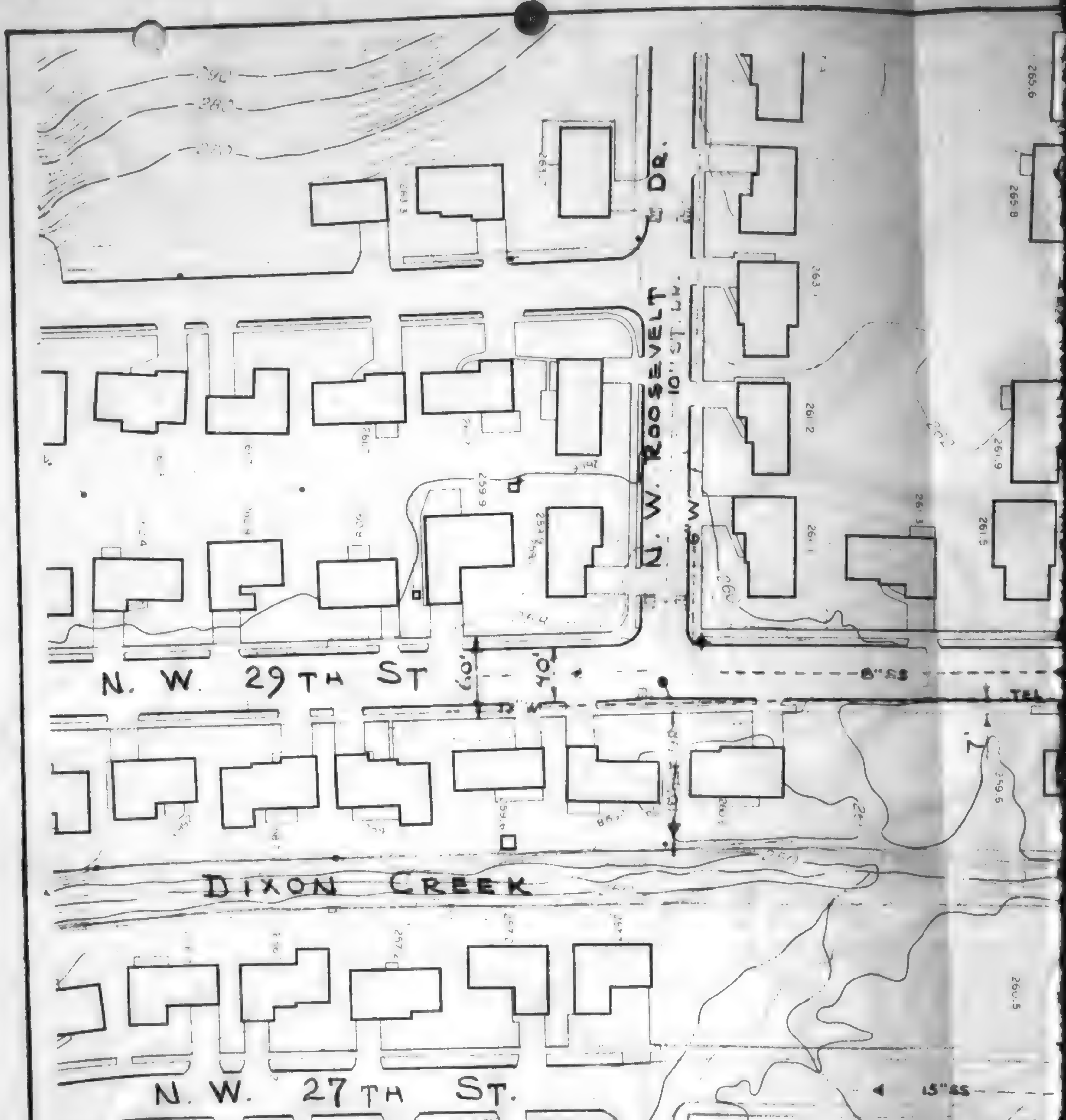
LEGEND

● SS	SANITARY SEWER & MANHOLE
● ST DR.	STORM DRAIN & MANHOLE
W	WATER
◆	FIRE HYDRANT
EL	BURIED ELECTRICAL CABLE
TEL	BURIED TELEPHONE CABLE

CITY OF CORVALLIS
ENGINEERING DEPT.

N.W. 29TH ST. @ DIXON CREEK
UNDERGROUND UTILITIES

DES.	DRN. MCR	CKD.
DATE JAN. '70	SCALE 1" = 100'	SHEET 1 OF 1



N. W. ROOSEVELT DR.
10" ST. LN.
6" W
N. W. 29TH ST
60'
40'
8" SS
TEL
DIXON CREEK
N. W. 27TH ST.
15" SS
265.6
265.8
263.1
261.2
261.9
261.1
261.5
261.3
259.9
259.6
260.5
257.6

103-1121 Eagle Creek-Estacada Sec., of 1971
Clackamas Hwy., SEof Portland.
#7554 (Grad., pav. & struc.) Folder #2

M&R 506 – 8/14/72, 4-1-71, 8-10-

C&A 4178 – 4-1-71

RR-715 – 8/14/72; 11-11-71

DIRECTOR'S FILE

5/14

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 24, 1976

Mr. Fred Long
Attorney at Law
541 Willamette #308
Eugene, OR 97401

Dear Mr. Long:

In response to a request from the Ombudsman's office, enclosed is a copy of our contract with S. D. Spencer & Son covering work on the Garden Valley Road to Fairgrounds Interchange section of the Pacific Highway in Douglas County (Contract No. 8003).

If you have any questions, Jack Sollis, Assistant Attorney General assigned to the Highway Division, will be happy to help you. Mr. Sollis can be reached at 211 State Highway Building, Salem 97310 (phone 378-4259).

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

HSC:is

Enc.

cc Gladys McCoy

bc R. A. Burco
F. B. Klaboe
E. S. Hunter
Jack Sollis

RECEIVED
JUN 24 1976
OFFICE
DIRECTOR of TRANSPORTATION

Form 81-734-3123

I

DIRECTOR'S FILE

May 25, 1976

Mrs. Gladys McCoy
Ombudsman
Office of the Governor
103 Public Service Building
Salem, OR 97310

Dear Gladys:

I apologize for not being very accessible the last few weeks, but I found that taking over the reigns of such an extensive department as this rather hectic.

In the meanwhile, we have followed up on certain of your requests through our Highway Division. I am forwarding to you a memorandum from Scott Coulter to Fred Klaboe concerning, particularly, the complaint of Mr. Harvey Norman Berna. I have not dealt with this matter personally, but I do feel that Mr. Coulter is well qualified to do so.

If this process is, for some reason, unsatisfactory, please call me, and we will try and sort out our relationships in dealing with your Ombudsman's requests.

In another month or so, my availability should be substantially enhanced. Right now, I am still trying to figure out where things are.

Very truly yours,

Robert A. Burco
Director of Transportation

RAB:fn
Enc.

bc F. B. Klaboe

Scott Coulter

STATE OF OREGON
Highway Division

INTEROFFICE MEMO

TO: F. B. Klaboe
Assistant Director for Operations

DATE: May 19, 1976

FROM: H. S. Coulter H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Requests of Ombudsman's Office

This is in response to Mr. Burco's May 14 letter and the complaints brought to his attention by Gladys McCoy.

(1) Attached is a copy of my letter to Superintendent Fisher regarding Mrs. Alice Kitching. The State Police are aware of the situation and are patrolling that part of the Clackamas Highway in hopes that this may be some deterrent to motorcyclists dragging past Mrs. Kitching's residence.

(2) Our field people are looking into the signing for the Lutheran Church in Newport and will have a report for you in about ten days.

(3) Concerning the complaint of Mr. Harvey Norman Berna, this matter is still in litigation with the Supreme Court considering whether or not it will review the decision of the Court of Appeals upholding the State. The facts of the case are very simply that the Berman Corporation alleged that the extra traffic on the street in front of the service station occasioned by the highway construction in the area interfered with the public's use of the service station and therefore the defendant suffered a severe loss of income. Under Oregon law this is not compensable. Unless the Supreme Court reverses the decision of the Court of Appeals, the final legal determination of the case will be that the Highway Division has no liability in this situation.

Negotiations for acquisition of the property necessary for the improvement started in the summer of 1971 with a legal letter of offer in December and filing a condemnation complaint in July 1972. The Highway Division took possession of the property in April 1974. A final settlement agreement was reached before going to trial and payment made in August 1974. In addition, there was the normal array of meetings and hearings prior to the decision to construct this project affording all property owners information and knowledge about the proposed work and possible impact on their business activities.

The final settlement included a clause stating that if the State prohibited the servicing of cars in the approach area between the frontage road and the right-of-way line, the defendant would have the right to litigate damages. Because of that clause, our resident engineer on this project paid particular attention to the activities in the area to insure that cars had access to the service station.

RECEIVED
STATE HWY ENGR
MAY 20 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

My review of the available information convinces me that the extra traffic occasioned by this type construction would not interfere so substantially with a service station's business to result in the claimed loss of patronage. I must conclude that this patronage loss is the result of other factors.

If anyone wishes to review the file, it is "the Berman Corporation, Inc. v. State of Oregon, by and through its State Highway Commission, composed of Glenn L. Jackson, Fred W. Hill and Thaddeus B. Bruno." The case number is 75-846 and it was filed in Douglas County. The legal number for the Attorney General's office is L-7204. The file is now in the hands of the Appellate Section in the Attorney General's office.

HSC:ia

Att.

cc Jack Sollis

STATE OF OREGON INTEROFFICE MEMO

TO: F. B. Klaboe
Chief of Operations

DATE: May 14, 1976

FROM: Robert A. Burco RAB fn
Director of Transportation

SUBJECT: Requests of Ombudsman's Office

I received a telephone call from Gladys McCoy, Ombudsman, calling the following complaints to my attention:

(1) She again inquired about the request regarding Alice Kitching of Estacada concerning a problem of noise, fumes, etc. from motorcycles dragging on the Clackamas Highway.

Mrs. McCoy was advised that we were making another contact with the State Police asking their assistance to patrol this area.

(2) Mr. Hansen, of the Lutheran Church in Newport, 2315 N. Coast Highway, indicates that their church sign sets back off the highway and people have trouble seeing it. He wants a sign on Highway 101. They will pay for the sign but needs permission to install it on highway right of way.

(3) Mr. Harvey Norman Berna, a stockholder of the Berman Service Station, 1920 Wilson Collins Road, Roseburg, claims that in 1974, when the Highway Division started construction on the Mt. Nebo project, his patronage fell from 20,000 gallons per month to none. He asked for damages--filed a lawsuit, the Judge upheld demurrer filed by State, it was appealed to the next court--Appeals Court upheld State. Mr. Berna is now ready to file bankruptcy.

Mrs. McCoy discussed the matter with Ed Sullivan who feels that there must be more to it and wants us to review the entire file.

Will you please have someone look into these matters and give me a report.

fn

RECEIVED
STATE HWY ENGR
MAY 17 '76
REFER TO
Coulter
FOR

Info	Inves	R/D	B/R	Sign	Act	File
	✓	✓				

81.125.1367

STATE OF OREG N   INTER FICE MEMO

Highway Division

TO: Robert R. Fisher, Superintendent
Department of State Police

DATE: May 7, 1976

FROM: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Ombudsman Request Regarding Mrs. Alice Kitching

A Mrs. Alice Kitching in Estacada brought a problem to the Ombudsman's office regarding fumes, noise, etc., generated from motorcyclists drag-racing on the Clackamas Highway.

The Department of Environmental Quality reviewed the situation as did various sections of the Department of Transportation, and the only suggestion they have come up with is that we make one more contact with the State Police about patrolling the area. In essence, we have "struck out" and all we can do is suggest your assistance in patrolling that part of the Clackamas Highway in hopes that this may be some deterrent to motorcyclists dragging past Mrs. Kitching's residence.

I know your Milwaukie office is aware of the situation. Thanks for any assistance you can give.

HSC:ia

Att.

cc R. A. Burco
F. B. Klaboe

RECEIVED
MAY 7 1976
OFFICE
DIRECTOR of TRANSPORTATION

STATE OF OREGON

INTEROFFICE MEMO

TO: F. B. Klaboe
Chief of Operations

DATE: May 6, 1976

FROM: Robert A.Burco RAB
Director of Transportation

SUBJECT: Ombudsman Request Regarding Mrs. Alice Kitching

Best thing that I have come up with in talking to Gladys McCoy is that we make one more phone call to State Police about patrolling this area.

RAB:fn

Attachment

RECEIVED
STATE HWY ENGR
MAY 5 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

STATE OF OREGON
1859

FROM THE DESK OF
GLADYS McCOY

March 18, 1976

TO: Bob Burco

Though you would be interested in the report from D.E.Q. on Mrs. Kitching.

GM

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

TO: Fred Klaboe

DATE: March 11, 1976

FROM: Bob Burco dn

SUBJECT: Ombudsman Request Regarding Mrs. Alice Kitching

The attached worksheet from Gladys McCoy's office refers to a problem telephoned to me a month ago but which the Ombudsman Office finally forwarded only yesterday. It concerns an elderly, invalid women substantially bothered by noise of young people making a drag strip out of what may be a State highway. Is there anything that we could normally do that would ease this particular problem? Thanks very much for your attention to this matter.

dn

Attachment

3/16/76
Eagle Creek - Estacada Sect.
Clackamas Highway

RECEIVED
STATE HWY ENGR
MAR 12 '76
REF TO
Huntley
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Also please see agreement.

Please determine the location + jurisdiction of this road + advise

81-125-1387

Phone

OMBUDSMAN'S OFFICE

NUMBER
DATE 2/4/76
DEPT Highway

NAME Mrs Alice Kitching
ADDRESS Gen Delivery
Estacada
PHONE 630-3876

WORK SHEET
CASE REPORT

Problem: Lady having trouble from fumes created by motorcycles dragging on Highway near her home. City has no jurisdiction, County can't patrol, what can be done

Info: Crown Zellerbach bought property including Mrs K home, she has lifelong lease -- is an invalid confined to bed, has only one lung and can't tolerate fumes on dry nights

Young motorcycle drivers have made a drag strip right out in front of her place -- some nights, mostly around 10:00 p.m. on, from 70 to 150 motorcycles will drag into the night -- the fumes are deadly -- Its Highway they are using. Capt. Flippin of State Police have said call him but when a police car comes they scatter.

On 2/3, a dry night they were there til 1:30 or 2:00 A.M.

Action: Asked Bob Burco to investigate options

OMBUDSMAN'S OFFICE

NUMBER
DATE 2/4/74
DEPT
Highway

NAME Mrs Alice Kitching
ADDRESS Gen Delivery
Estacada
PHONE 630-3876

WORK SHEET
CASE REPORT

Problem: Lady having trouble from fumes created by motorcycles dragging on Highway near her home. City has no jurisdiction, County can't patrol, what can be done.

Info: Crown Zellerbach bought property including Mrs K home, she has lifelong lease. Is an invalid confined to bed, has only one lung and can't tolerate fumes on dry nights.

Young motorcycle drivers have made a drag strip right out in front of her place -- some nights, mostly around 10:00 p.m. on, from 70 to 150 motorcycles will drag into the night. -- The fumes are deadly -- Its Highway they are using. Capt. Flippin of State Police have said call him but when the police car comes they scatter.

On 2/3, a dry night they were there til 1:30 or 2:00 A.M.

Action: Asked Bob Burns to investigate options

Stat f Oregon
DEPARTMENT OF ENVIRONMENTAL QUALITY

INTEROFFICE MEMO

To: Lee Barrett

Date: March 1, 1976

From: Barbara Burton

Subject: Fumes and noise complaint filed by Mrs. Alice Kitching

Background

February 27, 1976 I stopped by and spoke with Mrs. Kitching regarding her complaint. Mrs. Kitching lives just outside (west) of the Estacada city limits. Her complaint was that on dry week-end nights, up to 30 cars "drag" in front of her house. She has called the City police, the county police, and the state police regarding this. The City police are reluctant to respond. The county police have only 3 squad cars, and often can't respond. The state police have responded numerous times and broken up the races but have not been able to permanently stop them. The kids apparently post look-outs, and actually catching them is difficult. Captain Phillips (?) of the Milwaukie office of the state police has informed Mrs. Kitching that they will respond whenever she calls in the reports. However, the police do not contact Mrs. Kitching to inform her of their findings.

I then spoke with Chief Wiley of the Estacada police. He confirmed Mrs. Kitching's report. Dragging is a real problem in the area – they have even painted start and finish lines on the highway near her house. Once the Estacada police chase the kids out of one location, they just move to another site. The times they have been able to catch the kids, the judge has

St[illegible] of Oregon
DEPARTMENT OF ENVIRONMENTAL QUALITY

INTEROFFICE MEMO

To:

Date:

From:

Subject:

let them off with a $10 fine.

Actions taken

I informed Mrs. Kitching that our regulations for exhaust fumes only extend to the Portland area. We do have noise regulations, and I explained our policy regarding noisy cars. This involves sending a letter to the owner of the noisy car, but with no legal follow-up. I agreed to pass on the information to Chief Wiley. I then gave my card and the required information to Chief Wiley. He is skeptical that this approach will be useful, and I agree.

Recommendations

This is obviously more properly handled by the police. At least two people have been driven off the road (they race four abreast), and it would seem a serious enough safety problem to warrant more effort by the state police. I recommend that you inform the governor's office of our findings, and let them take it from there.

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Region 1 - Milwaukie

DATE October 17, 1973

TO J. B. BOYD
Right of Way Engineer

FROM L. W. RULIEN
Regional Engineer

SUBJECT R/W File 44184-Alice May Kitching
Eagle Creek-Estacada Section
Clackamas Highway

Attached for your records, and in the event of some future complaint from Mrs. Alice Kitching, is a release form which was exercised on October 12, 1973 and absolves us from future obligations for grade change, noise, dust, fumes, vibrations, etc. which may be alleged to result from the proximity of the Clackamas Highway to the Kitching property.

The release is obtained on the basis that we will undertake construction of a berm and Mr. Stovall is undertaking this construction and will advise all parties when he is completed.

LWR/cr
cc D. H. Moehring
L. C. Grothaus
K. L. Rolfe
M. W. Stovall

RIGHT OF WAY SECTION
RECEIVED
OCT 18 1973

Tony Form OK?

NOTED
A. [illegible]
[illegible] to close ✓

NOTED
A. J. VIDUCICH OK'd when prepared
10-19-73

cc Bitler 6/10/74

ORIGINAL

Highway Division
File 44184

CLAIMS RELEASE

THIS RELEASE, made and executed on this 12th day of October, 73, by ALICE MAY KITCHING, hereinafter referred to as "Owner", to the STATE OF OREGON, and through its DEPARTMENT OF TRANSPORTATION, Highway Division, hereinafter referred as "State":

WITNESSETH:

CITALS:

WHEREAS, State, by deed recorded October 7, 1970, on Film Jacket No. 70-22724, Clackamas unty Deed Records, acquired from Owner certain property situated in the William N. Wade L.C. No. 39, Township 3 South, Range 4 East, W.M., Clackamas County, Oregon, in connection th the construction of the Eagle Creek - Estacada Section of the relocated Clackamas ghway; and

WHEREAS, Owner claims that due to the construction of said section of highway the ate has caused the following:

1. The grade of the new highway is higher than represented to Owner by State;
2. The noise, dust, fumes and vibrations from the traffic on the new highway comprise a continuing nuisance to Owner.

WHEREAS, Owner claims that the foregoing were not considered by the parties herein as mage items when State acquired the above mentioned property.

WHEREAS, Owner, in consideration of the hereinafter mentioned things to be done by ate, is willing to give a complete release of any and all past, present and future aims for injury, loss or damage to Owner and/or her property resulting from the grade ange of said highway, the noise, dust, fumes and vibration from the traffic on said ghway and all and any other conditions arising out of or resulting from the construction said highway.

WHEREAS, it has been agreed that State, in consideration of the release herein given, ll construct a berm along the right of way line between Owner's property and the relocated ackamas highway. Said berm shall have a top width of four feet, side slopes of 2:1, and th a top elevation six feet above the existing ground at the right-of-way line.

NOW, THEREFORE, in consideration of the construction of said berm by State, Owner es hereby release State, its Transportation Commission and members thereof, its officers, ents and employees from all and any past, present and future claims for loss, injury or mage to Owner and/or her property arising out of or resulting from the above mentioned

1. The grade of the new highway is higher than represented to Owner by State;
2. The noise, dust, fumes and vibrations from the traffic on the new highway comprise a continuing nuisance to Owner.

WHEREAS, Owner claims that the foregoing were not considered by the parties herein as mage items when State acquired the above mentioned property.

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NOW, THEREFORE, in consideration of the construction of said berm by State, Owner es hereby release State, its Transportation Commission and members thereof, its officers, ents and employees from all and any past, present and future claims for loss, injury or mage to Owner and/or her property arising out of or resulting from the above mentioned ghway construction, it being the intention hereby to execute a full release of all claims every nature whatsoever connected therewith, including but not limited to the specific ems set forth above.

FILE COPY

In executing this instrument, the undersigned represents and warrants that she is he legal owner of the real property affected by this release and has a legal right to xecute this instrument.

Alice May Kitching
Alice May Kitching

TATE OF OREGON, County of Clackamas

October 12, 1973. Personally appeared the above named Alice May Kitching, who acknowledged the foregoing instrument to be her voluntary act. Before me:

Walter T. Ahr
Notary Public for Oregon

My Commission expires 4/1/76

#7554

1p

STATE OF OREG

Highway Division

INTERO CE MEMO

TO: F. B. Klaboe
Chief of Operations

DATE: June 14, 1976

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Ombudsman Request Regarding Mrs. Alice Kitching

As a follow-up to this assignment, attached is a State Police report regarding motorcyclists dragging past Mrs. Kitching's residence.

HSC:ia

Att.

cc R. L. Schroeder
D. H. Moehring
E. L. Hardt

[illegible]
R. L. [illegible]

RECEIVED
JUN 14 1976
Office of
Assistant State Highway Engineer

81-125-1367

INFORMATION REPORT

DEPARTMENT OF STATE POLICE
SALEM, OREGON 97310

DISTRIBUTION
☒ Gen. Hdq.
☒ Dist. Hdq.
☐ Crime Lab
☐ Other
☐ Arson
☐ Narcotic
☐ Document
☐ Ident

RECEIVED
STATE HWY ENGR
JUN 11 '76
REFER TO
FOR

CASE NUMBER

AGENCY
OREGON STATE POLICE - Milwaukie

1. TYPE OF REPORT
☐ Supplemental
☒ Information
☐ Clearance

2. CASE STATUS
☐ Clr. by Arrest
☐ Unfounded
☐ No Prosecution—Complainant
☐ No Prosecution—Dist. Atty.
☐ Pending

3. ORIGINAL SUBJECT OF THIS REPORT

4. Original Report Date

5. Time

6. Written By

7. This Report — Date: Thurs. 5-27-76

8. Time: 10:35A

9. County: Clackamas

10. Victim or Complainant: KITCHING, ALICE

11. Residence Address: Crown Zellerbach Property, Estacada

12. Res. Phone: 630-3876

13. Sex: F

14. Race: Cauc.

15. D.O.B.

17. Total Value of Recovered Prop. (Itemize Below)

16. Subject of This Report: TRAFFIC COMPLAINT -DRAG RACERS

18. Details: (Use Additional Plain Sheets as Necessary)

Refer to Headquarters memo by Robert R. Fisher, Superintendent by Lt. Marvin L. Acheson and attached correspondence from the Highway Division regarding the above traffic complaint.

At 11:20A, May 26, 1976 writer contacted the above complainant. Mrs. Kitching is a long time resident of Estacada and has personally known many members of our department, who have been assigned patrol duties in that locale. She is very understanding of our problems in regards to manpower and availability of patrols in the Estacada area.

Being confined to bed, she must continually put up with the noise and fumes created by the young people using that particular strip of Hwy. 224, by her home, to drag race. Mrs. Kitching advised writer that this usually takes place between the hours of 11:30P and 2:00A on the weekends and is not necessarily confined to the residents of Estacada, due to the large number of vehicles involved. She was assured that we would do all that is possible to halt this type of practice, including the efforts of another patrol vehicle if needed.

Mrs. Kitching is aware of the difficulty in apprehending the persons involved, as they post lookouts to warn the participants of the approach of any patrol vehicle. She was most pleased of writer's personal contact with her in regards to this matter and will continue to notify our office whenever there is a large congregation of vehicles by her house. Mrs. Kitching stated that this problem has diminished over the past several months, however, with the approach of summer and the closing of school, it may increase again. She was reassured that we would use whatever means at our disposal to help eliminate this problem.

On May 25, 1976, at 9:30P a call was logged from Mrs. Kitching about drag racers. Tpr. Hupp working that area was in the immediate vicinity. However, the participants broke up and left when he was observed. Confining his patrol to that vicintiy he was able, before terminating his shift, to make two arrests for exceeding maximum speed and four other arrests for equipment and registration violations. Just prior to this date, Tpr. Terry apprehended two subjects for conducting a speed contest in that general vicinity. As it indicates the

Reporting Officer(s): Joseph G. Gray
JOSEPH G. GRAY, Cpl.

Off. I.D. Number: 299-11

Other Agencies Notified — Date — Time — Method

APB Numbers and Dates

Approved By: 5-28-76

patrols are aware of this problem and are taking enforcement action. Mrs. Kitching had indicated as stated previously that the problem had diminished to quite a degree and this is possibly due to the discouragement of those violating the law, by the presence of our officers and action taken.

#7554

ROW 18-4

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 13, 1975

Mr. Dale A. Bilyeu, Chairman
Lyons-Mahama Water District
P. O. Box 134
Lyons, OR 97358

Receipt of Annual Payment
Water Line Relocation
N. Santiam River (Mahama)
Bridge Section
Albany-Lyons Highway
Marion & Linn Counties

Dear Mr. Bilyeu:

We have received your Check No. 626 in the amount of $3,571.00 as the fourth annual installment of the re-payment of funds advanced the District for the relocation of water facilities in conflict with the subject project.

As previously advised, District's share of the cost for the relocation of water facilities is $24,279.19. The total amount repaid the State is now $14,284.00, leaving a balance due of $9,995.19.

By a copy of this letter, your check is being forwarded to our Finance Branch for further processing.

Your prompt re-payment of the funds advanced the District is greatly appreciated.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jk

bc: H. S. Coulter
V. E. Skoog-Attn: Gene Hickam
C. O. Fredrickson
J. W. Valentine

RECEIVED
JAN 14 1975
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

7554.

LAW OFFICES
BLACK, KENDALL, TREMAINE, BOOTHE & HIGGINS
3100 FIRST NATIONAL BANK TOWER
PORTLAND, OREGON 97201

GEORGE BLACK, JR
JOHN W. KENDALL
H. STEWART TREMAINE
FERRIS F. BOOTHE
JOHN J. HIGGINS
MILTON C. LANKTON
DAVID J. KRIEGER
MICHAEL H. SCHMEER
ROBERT J. MILLER
STUART A. HALL
FRED B. MILLER
TERRY DeSYLVIA
JOHN M. WIGHT
DOUGLAS G. BECKMAN
TIMOTHY W. HELTZEL

TELEPHONE
221-0580

September 17, 1974

SUBJECT: Clackamas County Highway, Eagle Creek - Estacada Section, Contract No. 7554, Grading, Paving and Structure / Vantz v. Coral Corporation, Multnomah County Circuit Court Registry Number 404-146

RECEIVED
STATE HWY ENGR
SEP 23 '74
REFER TO
CEJ
FOR

Info	Moves	R/D	D/R	Sign	Act	File
✓						✓

Orig. to Bessie for approp. action
9-20-74
Em

NOTED
F. A. KLABOE

Oregon Transportation Commission
composed of:
Glenn L. Jackson, Chairman
Carl O. Fisher, Vice Chairman
Robert L. Mitchell, Secretary
Robert E. Veatch, Member
Anthony Yturri, Member
Highway Building
Salem, Oregon 97310

Gentlemen:

This office represents the Coral Corporation which has been named as defendant in the above-entitled case. We enclose herewith a copy of the complaint. As you can see from the complaint, plaintiff alleges that her injuries were caused by a defective gate which was installed by our client in connection with the above project.

According to our investigation, plaintiff's injuries, if any, were caused by problems connected with the design and maintenance of the gate rather than any failure to properly install the gate by our client. Our client, based on the facts and applicable law would be entitled to indemnification from you for any judgment or settlement which plaintiff may secure against it, and you are hereby notified of our client's intention to look to you for such indemnification.

We hereby tender to you the defense of the instant matter. In the event that you refuse this tender, we will continue to represent our client, but our client will look to you for reimbursement and indemnification not only for the amount of any judgment or settlement, but also for any investigation costs, attorneys fees or court costs which may be incurred.

Very truly yours,

BLACK, KENDALL, TREMAINE, BOOTHE & HIGGINS

Terry DeSylvia

Terry DeSylvia.

TD:kc
Enclosure
cc: Lee Johnson, Attorney General

RECEIVED
SEP

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

IRENE VANTZ,
Plaintiff,
vs.
CORAL CORP., a corporation, and R. A. HEINTZ CONSTRUCTION COMPANY, a corporation,
Defendants.

404136
No.
COMPLAINT

Plaintiff complains against defendants and alleges:

I.

At all times material herein, defendant Coral Corporation was a corporation organized and existing under and by virtue of the laws of the State of Oregon. That defendant R. A. Heintz Construction Company was a corporation organized and existing under and by virtue of the laws of the State of Oregon. That said R.A. Heintz Construction Co., a corporation, had an office and principal place of business in Portland, Multnomah County, Oregon. That defendant Coral Corp., a corporation, had an office and principal place of business in Gladstone, County of Clackamas, Oregon.

II.

That at all times material herein, plaintiff was and now is the occupier of that certain property known as the Green Valley Ranch, located on Highway 211 in Clackamas County, State of Oregon,

NICK CHAIVOE
ATTORNEY AT LAW
SUITE 400 MORGAN BUILDING
PORTLAND, OREGON 97205
TELEPHONE (503) 226-1171

approximately three miles north of the City of Estacada.

III.

That prior to January 1, 1972, a galvanized steel gate, four feet in height and approximately ten to twelve feet in length was installed on her property adjoining State Highway 211, by defendants R.A. Heintz Construction Co., a corporation, and Coral Corp., a corporation. That thereafter on or about June 18, 1972, as a foreseeable result of the negligence of defendants and each of them and of a defect in the said gate as hereinafter more fully alleged, the gate fell upon plaintiff and caused her to incur injury as hereinafter more fully set forth.

IV.

That defendants R.A. Heintz Construction Co., a corporation, and Coral Corp., a corporation, were negligent in one or more of the following particulars, to-wit:

1. In installing the gate aforesaid with hinges and hinge bolts too small for its intended use;

2. In failing to properly inspect the installation aforesaid;

3. In failing to properly test the installation aforesaid.

V.

That defendant Coral Corp., a corporation, was negligent in one or more of the following particulars, to-wit:

1. In designing, manufacturing and/or fabricating and assembling

the gate aforesaid with hinges and hinge bolts that were too small for normal use of said gate;

2. In failing to design and/or specify hinges for use with said gate that would be adequate to maintain the load of the gate in normal use;

3. In failing to inspect the hinges and hinge bolts to determine their adequacy for use with the gate aforesaid;

4. In failing to properly test the hinges and hinge bolts for said gate to determine their adequacy for use with the gate aforesaid.

VI.

That defendant Coral Corp. was engaged in the design, manufacture, fabrication and/or assembly of steel products, including gates such as the one hereinbefore described, and in particular the gate hereinbefore described and the hinges and hinge bolts for said gate and/or gates, and was engaged in the distribution and sale of such steel products in the State of Oregon and supplied the said gate with its hinges and hinge bolts for use on plaintiff's property.

VII.

That said gate and its hinges and hinge bolts were defective in that the hinges and hinge bolts were inadequate to support the said gate in its normal and intended use by the ultimate user thereof.

VIII.

That on or about June 18, 1972, as a foreseeable result of the negligence of defendants as hereinbefore set forth and the defective design, manufacture, fabrication and assembly of said gate the said gate fell upon plaintiff causing her to incur a strain and sprain of the structures of her lumbar spine superimposed upon and aggravating a pre-existing strain and sprain of the structures of the lumbar spine superimposed upon and aggravating a pre-existing disc degeneration and osteoarthritis of the lumbar spine with resulting lumbar nerve root compression and referred pain and disability in her left leg, from all of which she has become sick, sore, nervous and distressed and caused to incur physical pain and mental anguish, and from all of which she may have permanent injury to her lumbar spine and left leg, and all to her general damage in the sum of $100,000.

WHEREFORE, plaintiff demands judgment against the above-named defendants and each of them in the full sum of $100,00 general damages and for her costs and disbursements incurred herein.

FULOP & GROSS and NICK CHAIVOE

/s/ William E. Gross
Of Attorneys for Plaintiff

NICK CHAIVOE
ATTORNEY AT LAW
SUITE 400 MORGAN BUILDING
PORTLAND, OREGON 97205
TELEPHONE (503) 226-1171

7554

8

May 9, 1974

Mr. John Stewart
Kobin and Meyer
Suite 800
610 S. W. Alder
Portland, OR 97205

Dear Mr. Stewart:

As requested, attached are copies of the following documents:

1) Contracts Completed Resolution No. 206 showing acceptance of Contract No. 7452 by the Highway Commission on September 21, 1972.

2) Contracts Completed Resolution No. 211 showing acceptance of Contract No. 7554 by the Highway Commission on April 23, 1973.

3) Written authorization of F. B. Klaboe, Administrator and State Highway Engineer, accepting Contract No. 7389 on March 5, 1974.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn
Att.

#7554

5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

January 21, 197~~3~~4

SUBJECT: Eagle Creek-Estacada Section
Clackamas Highway
Clackamas County

To: Mr. E. S. Hunter
Assistant State Highway Engineer

Reference is made to your note of October 12, 1973 in which you requested costs to widen pavement from present two lanes to four lanes between Folsom Road and Heiple Road.

We have extended the proposal easterly toward Estacada in order to include Ely Road intersection since it would have remained in the taper section. Construction cost is estimated to be $400,000.

Copies of reports by W. N. Hackleman and L. E. George are attached for your reference. Your file is also attached.

Victor D. Wolfe
Location Engineer

By George C. Wills
George C. Wills
Location Field Engineer

GCW:mc

Att.

RECEIVED
JAN 31 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

y

FORM E-20-X 12-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

December 17, 1973

SUBJECT: Estimate to Four-lane
Folsom Rd-Heiple Rd Unit
Eagle Creek-Estacada Section
Clackamas Highway

To: Victor D. Wolfe
Location Engineer

The cost of four-laning the subject unit is estimated to be $395,000. This is basically surfacing costs on the 1.7-mile unit, since grading and drainage work was performed to a four-lane template on the recently completed project. The unit begins about one-half mile north of Folsom Road but is extended about 3400 feet south of Heiple Road in order to provide the full four-lane section through the Ely Road intersection.

The base design considered is the same that was used on the construction project; i.e., 4½ inches of plant mix aggregate base, 9 inches of plant mix treated base, and 4 inches of asphalt concrete. The typical section allows for four 12-foot travel lanes, 10-foot shoulders and a 16-foot median. Channelization ramps would be retained at Folsom and Heiple Roads.

1972 traffic volumes on the subject unit is recorded as 5200 ADT. Turning movements as compiled in 1970 are included herewith. There is also a discussion of traffic needs as received from the Traffic Section and a summary of quantities and costs.

W. N. Hackleman

W. N. Hackleman
Reconnaissance Engineer

Att.

cc E. S. Hunter
L. W. Rulien
Recon. File

OR[illegible]ON STATE HIGHWAY DEPARTM[illegible]T
QUANTITY SUMMARY & COST ESTIMATE

Sheet ______ of ______ Sheets

ction [illegible] Unit ______
hway [illegible] County ______ Prefix ______
ngth ______ Designer [illegible] Draftsman ______ Date ______

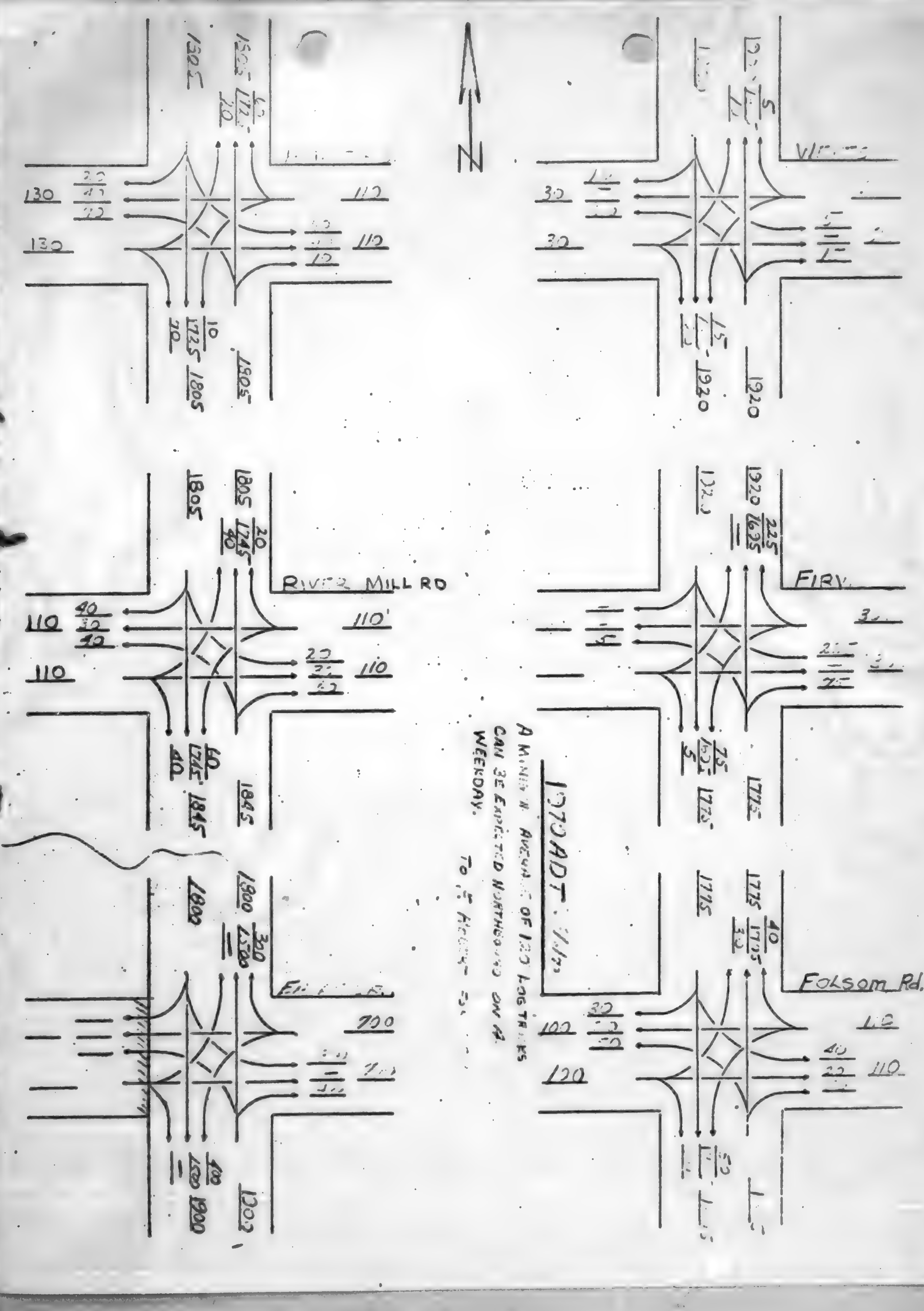
11/73

Grading and Surfacing Items

Item	Unit	Net	~~10%~~ 20% Allow	Gross	Price	Amount
[illegible]	Lump Sum			[illegible]	[illegible]	$11,000
Mobilization	Lump Sum	([illegible] of Net)				14,750 ~~16,[illegible]~~
Preparation of Exstg. Subgrade	Mile	1.72	0.38	2.10	3,000	6,300
Shld. Mat'l	Ton	9,830	1970	11,800	4.00	47,200
Plant Mix Aggr. Base	Ton	6,800	1,360	8,160	4.25	34,630
Cement Treated Base	Ton	14,270 ~~14,150~~	2,860 ~~2,830~~	17,130 ~~16,980~~	5.50 ~~7.25~~	94,215 ~~[illegible]~~
.C. Mixture	Ton	6,280	1,260	7,540	7.25	54,665
Cement in Treated Base	Ton	714 ~~635~~	146 ~~130~~	860 ~~765~~	33.00 ~~[illegible]~~	28,380 ~~[illegible]~~
sphalt in A.C. Mixture	Ton	345	70	415	40.00	16,600
sphalt in Tack Coat	Ton	5	1	6	100	600
lvage Guard Rail	Lin. Ft.	200	40	240	1.50	[illegible]
nstall Salvaged Guard Rail	Lin. Ft.	200	40	240	4.00	960
					Sub-Total	309,710 ~~34[illegible]~~
dditional Anticipated Items						
Flagging						2500
Signing						1,500
Striping						1,000
				Sub-Total		314,710 ~~[illegible]~~
		25% E & C				78,680 ~~[illegible]~~

Total $393,390 ~~[illegible]~~

SAY $395,000.


N
River Mill Rd
Firv
Folsom Rd.
1805
1845
1800
1920
1775
130
110
100
120
700

1970 ADT 1/1/70

A MINIMUM AVERAGE OF 120 LOG TRUCKS CAN BE EXPECTED NORTHBOUND ON A WEEKDAY.

TO [illegible]

FORM E-13

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OR 97310

DATE November 2, 1973

Copy

TO Victor D. Wolfe
Location Engineer

L E George

FROM L. E. George
Traffic Engineer

SUBJECT Eagle Creek-Estacada Section
Clackamas Highway

Don Bedford of your office contacted Roger Trygstad regarding a proposal for four-laning the subject section between approximately one-half mile north of Folsom Road and approximately one-half mile south of Heiple Road. He requested our thoughts regarding the need for retaining the left-turn refuges at the two intersections.

At present, the stretch between Folsom Road and Heiple Road has two lanes with left-turn refuges at both intersections. The intersections are close enough together that there is no opportunity for passing between the intersections. The traffic volumes are such that passing opportunities are very desirable.

It is the recommendation of this office that if the section is widened to four lanes, the left-turn refuges be retained. Left-turn refuges at outlaying intersections such as these, add greatly to the safety of the intersection. Also, the other major intersecting streets on the Eagle Creek-Estacada Section do have left-turn refuges. It would be inconsistent to delete the refuges at these two intersections.

RDT:pb

Attachment

Sec. 171

Routing
Kessey
[illegible]
Walker
Johnson
RECEIVED
NOV 3 1972
CONSTRUCTION SECTION
Pease E
Glenn
Litchfield
Berg

Salem, Oregon
November 3, 1972

L. W. Rulien
Region Engineer

Traffic Line Striping
Eagle Creek-Estacada Section
Clackamas Highway
Contract No. 7554

FROM:
C. T. Kessey
Construction Engineer

Your proposal to revise the striping between Folsom Road and Heiple Road on the subject project to provide a short four-lane section for passing opportunity has been reviewed with Administration and is not approved.

It is felt that the combination of the county road grade crossings at each end of this section and the loss of shoulder width at the channelized areas creates too much hazard in the passing maneuver.

Please stripe according to the plan.

NOTED
W. H. TEBEAU

REFERRED TO Tebeau
By Location Engineer

10-12-73
Vic Wolf
Ala. estimate widening to provide shoulder & 12' lane. Extend 4 lanes each side of the intersection say ⅓ mile. Have traffic analyze for need, safety and functioning of the two intersections
Ed

Return file with estimate.

RECEIVED
OCT 16 1973
LOCATION SECTION

CTK:fw

cc A. E. Johnson

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: October 31, 1972

Routing
1 Keasey K
Bond
Walker
Johnson
RECEIVED
OCT 31 1972
CONSTRUCTION SECTION
Pease E
Glenn
Litchfield
Berg

To: C. T. KEASEY
Construction Engineer

FROM:
L. W. RULIEN
Regional Engineer

SUBJECT: Striping and Passing Opportunities
Eagle Creek-Estacada Section
Clackamas Highway
Contract 7554

We originally worked up the project for revision of the Clackamas Highway between Eagle Creek and Estacada on a four-lane basis. However, this is a bond job along with some other projects. There became a press for the dollars and this project was cut back to two lanes with channelization at the public road intersections with the exception of a four-lane city street section in Estacada. It appears that the project would operate better if we striped for four lanes between Folsom Road and Heiple Road at the cost of shoulder width and at the gain of passing opportunities.

I attach a sketch and letter from our traffic engineer. Will you please review and advise if you agree, in which case we will stripe it in the suggested manner. This highway does carry a lot of logging trucks. Also, it does have weekend surges of recreational vehicles. The loss of passing opportunities due to the channelization at these locations would be detrimental to its functioning.

LWR/cr
Attachments
cc A. E. Johnson
T. G. Alsbury

3000'

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: October 25, 1972

SUBJECT:

To: L. W. Rulien
Regional Engineer

FROM:

ORIGINAL SIGNED BY
R. W. FAILMEZGER

R. W. Failmezger
Regional Traffic Engineer

SUBJECT: Striping Revisions
Eagle Creek-Estacada Section
Clackamas ~~Cascade~~ Highway
Contract No. 7554

As requested, I have prepared a sketch showing revisions for striping on that portion of the Eagle Creek to Estacada Section of the Clackamas Highway between Folsom Road and Heiple Road. The contract calls for a 60 foot paved section to be striped with a 16 foot median, one 16 foot lane for each direction of traffic and 6 foot shoulders. The attached proposal carries a 14 foot median through the intersection of Folsom Road and Heiple Road with four 11 foot lanes and a one foot paved shoulder. The portion between the intersections shows a narrowed 4 foot median with four 11 foot lanes and six foot paved shoulders. There will be some signing additions for the transitions from 4 lanes to 2 lanes as shown.

RWF/pb

Attachment

7554

January 4, 1974

Sather, Spalding, Kinsey
Williamson, Schwabe
Attorneys at Law
1200 Standard Plaza
Portland, Oregon 97204

Attention: F. Douglas Newton
Admin. Assistant

Gentlemen:

As requested by phone, attached are certified copies of the following documents concerning R. A. Heintz Construction Co. Contract No. 7554:

Contract No. 7554
Field Engineer's Weekly Reports for the weeks ending October 7 through 28, 1972, and November 4 through 25, 1972
Field Engineer's Weekly Report for the week ending January 6, 1973, which states that the project was opened to traffic on January 2, 1973.

This contract was completed on February 9, 1973, and accepted by the Commission on April 23, 1973.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fhm
Atts.
cc Jack Sollis

SOUTHER, SPAULDING, KINSEY, WILLIAMSON & SCHWABE
ATTORNEYS AT LAW
12TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 503-222-9981
CABLE ADDRESS: "ROBCAL"
ROBERT T. MAUTZ (1905-1969)

CALVIN N. SOUTHER
BRUCE SPAULDING
WILLIAM H. KINSEY
WAYNE A. WILLIAMSON
JOHN L. SCHWABE
GORDON MOORE
KENNETH E. ROBERTS
FORREST W. SIMMONS
JAMES B. O'HANLON
DOUGLAS M. THOMPSON
JAMES R. MOORE
A. ALLAN FRANZKE
ROLAND F. BANKS, JR.
GINO G. PIERETTI, JR.
DOUGLAS J. WHITE, JR.
JOHN B. SOUTHER
ROCKNE GILL
JAMES A. LARPENTEUR, JR.
JAMES F. SPIEKERMAN
ROBERT G. SIMPSON
RIDGWAY K. FOLEY, JR.
THOMAS M. TRIPLETT
ROBERT E. JOSEPH, JR.

STEPHEN B. HILL
PAUL N. DAIGLE
ROBERT T. HUSTON
KENNETH D. RENNER
KENNETH E. ROBERTS, JR.
ANDREW F. FINK
DONALD JOE WILLIS
J. LAURENCE CABLE
GREGORY W. BYRNE
MICHAEL D. HOFFMAN
JAMES D. HUEGLI
HENRY C. WILLENER
TERRY C. HAUCK
MARK H. WAGNER
JAMES L. FITZGERALD
JOHN G. CRAWFORD, JR.
DON K. LLOYD

EDWIN D. HICKS
COUNSEL

January 4, 1974

Mr. Cecil Head
Manager to Administrative Services Section
State Highway Office Building
Salem, Oregon 97310

Re: Ault v. Clackamas County

Dear Mr. Head:

In reference to our telephone conversation of January 4, 1974 I request certified copies of the following documents.

1. Contract 7554, The Eagle-Creek Estacada Section, Oregon State Highway 224.
2. Certified documents showing the completion date and the date the State Highway Commission accepted the roadway of the aforementioned.

I also spoke with Phyllis Lanigan and requested:

1. Certified copies of Progress Reports for October and November, 1972 for Contract 7554.
2. A certified document showing the formal dedication date of the Eagle-Creek Estacada Section of Oregon State Highway 224.

Please forward the aforementioned copies to this office. Thank you for your assistance and cooperation in this matter.

Very truly yours,

Doug Newton

F. DOUGLAS NEWTON
Administrative Assistant

RECEIVED
JAN 7 1974
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

FDN:kat

1554

S

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Region 1 - Milwaukie

DATE September 5, 1973

TO JACK SOLLIS
Justice Department

FROM L. W. RULIEN
Regional Engineer

SUBJECT "Release" - Alice May Kitching Complaint
R/W File 44184
Eagle Creek-Estacada Section
Clackamas Highway

The attached correspondence will give you the necessary background information which has led to our current decision to construct a berm along the right of way line between the Kitching property and our relocated Clackamas Highway. Construction of this berm is to be contingent upon the execution of an appropriately worded release so that when we have in fact constructed this berm we will have done all that can be asked of us. Mrs. Kitching has in the past alleged the following:

1. The grade of the new highway is higher than she was led to believe.
2. There is too much noise from traffic on the new highway.
3. There is too much dust from traffic on the new highway.
4. There are fumes from the traffic on the new highway that bother her.

The release should touch on all of these points. I don't recall that she ever mentioned vibration, but the release should also cover that item. If you would draft out a document that would do this job and send it to me, I will have it appropriately executed and schedule this work.

LWR/cr
Attachments
cc A. E. Johnson

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
SEP 6 '73
REFER TO
FOR

Info	[illegible]	R/D	D/R	Sign	Act	File

7554

5

101

August 31, 1973

Mr. Harry F. Samuels
Attorney at Law
1027 East Burnside
Portland, Oregon 97214

Dear Mr. Samuels:

Alice May Kitching Complaint
Eagle Creek-Estacada Section
Clackamas Highway

We have now concluded a rather extensive investigation of the concerns in your letter of August 8 relative to the Alice May Kitching property near Estacada.

We have checked with the Right of Way Agent who dealt with Mrs. Kitching and reviewed the right-of-way file. We believe that every effort was made during our negotiations to factually advise Mrs. Kitching of the configuration of the new highway and the relationship of this highway to her property. Reference was made to a height of 3-3½ feet; however, this reference was the elevation of the new road above the old existing railroad grade.

We find no condemnation proceedings were either instituted or discussed but that the option was obtained based on terms mutually satisfactory to Mrs. Kitching and the Highway Division. We don't believe anyone from the Highway Division made a commitment or a promise that an earth berm would be constructed across the Kitching frontage.

Mrs. Kitching did contact our Resident Engineer during the progress of the work and requested dirt. Unfortunately, there was no excess dirt on this project and, in fact, many thousands of cubic yards had to be brought in from outside borrow sources. Be that as it may, we are not unaware of circumstances somewhat peculiar to this location that would relate to both Mrs. Kitching's physical condition and the location of her residence, surrounded as it is by a mill operation.

We cooperated with Mrs. Kitching and Crown Zellerbach in changing the use restriction on the Crown Zellerbach approach road so that people visiting Mrs. Kitching could utilize the new highway rather than winding their way through the mill operation from the old highway. We are willing to be good neighbors again and if you would execute an appropriate release we will construct a berm with a top width of four feet, side slopes of 2:1, and with a top elevation six feet above the existing ground at the right-of-way line. After its construction, Mrs. Kitching can locate her fence on top and plant whatever may be most pleasing to her.

I am asking Mr. Larry Rulien, Regional Engineer, Milwaukie, to have his representative contact you in this regard.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
L. W. Rulien

LRC:cr: ajw

FORM E-30

OK
GSC

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Region 1 - Milwaukie

DATE August 29, 1973

TO H. S. COULTER
Assistant Highway Engineer

FROM L. W. RULIEN
Regional Engineer

SUBJECT Assignment HSC 101
Alice Kitching Complaint
Eagle Creek-Estacada Section
Clackamas Highway

This assignment is prompted by a letter from an attorney, Harry F. Samuels, who is representing a property owner, Mrs. Alice May Kitching. Mrs. Kitching lives near Estacada on the northerly side of the Clackamas Highway adjacent to our right of way, and in an old home very nearly surrounded by the Park Lumber Company operation, which is now Crown Zellerbach. The attorney makes various allegations concerning distresses and concerns of Mrs. Kitching, who is an invalid, which allegedly result from the proximity of the Clackamas Highway. Attached is a job photo which is oriented facing Portland from Estacada, and which shows in the foreground portions of the mill operation and in the background, highlighted in yellow, a clump of weeping willows which obscure the Alice Kitching home. Also attached is a small portion of the right of way map, and also a portion of the construction plans showing the Crown Zellerbach access and the Kitching property. In addition, I had a crew run two sections (attached) which show the lay of the land and that include the Clackamas Highway and the Kitching house, and on which we have shown the "berm" that Attorney Samuels is asking.

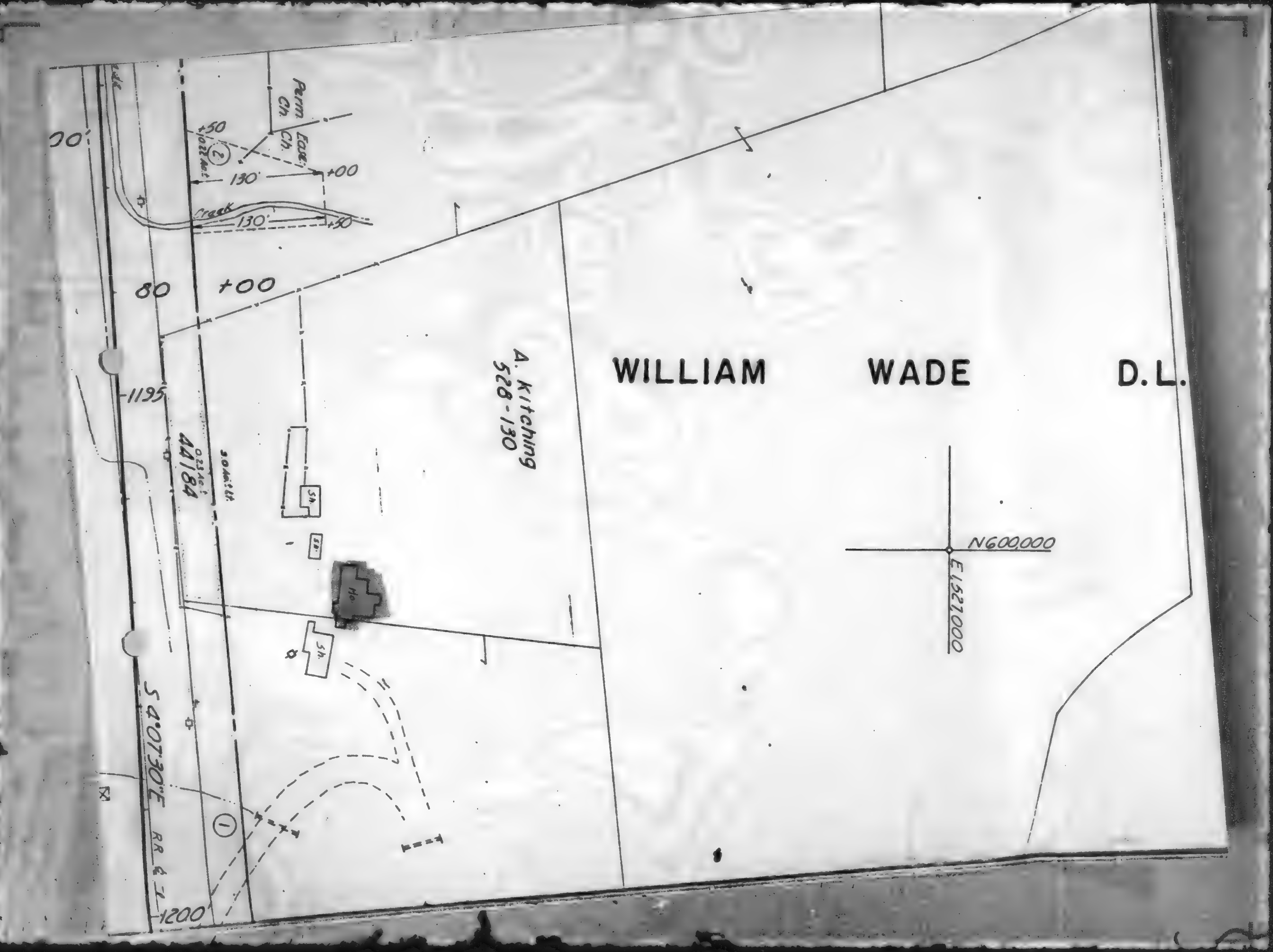
Firstly, Attorney Samuels' letter is not factual. He uses the word "condemned" several times with regard to our taking from Mrs. Kitching. However, there was no necessity or thought given to "condemnation". Our dealings with Mrs. Kitching were mutually satisfactory and culminated in an option for a strip of her property. He indicates what amounts to a possible "misrepresentation" with regards to the grade of our new highway. We have no way of reading the mind of another, however, I have asked our Right of Way people to review their dealings and I attach a copy of a report from Vern Priller, who was the Right of Way Agent in this case. Mr. Priller indicates that he made it clear where the new grade line would be and that Mrs. Kitching had an understanding of where that grade line would be. There was an old railroad grade at the location where we built our highway and Mr. Priller's references were to the difference between our proposed highway grade and the railroad grade, and this difference was stated and actually constructed about three feet higher. You will note that Mrs. Kitching's lands slope from the house to the highway, and that at the present right of way line the natural ground is about five feet lower than the near edge of our pavement. Attorney Samuels implies that we had promised to construct a "berm" along our shoulder adjacent to her property. This is not something that we would promise and I can't believe that this commitment was made. During the course of our work, however, Mrs. Kitching did make contacts with our resident engineer attempting to procure dirt to "raise and level up" the ground where she was going to install her fence. This project was not balanced and was a "borrow job" so there were no materials to be disposed of and at the time it did not appear that we had an obligation in the matter, and so her request was not granted.

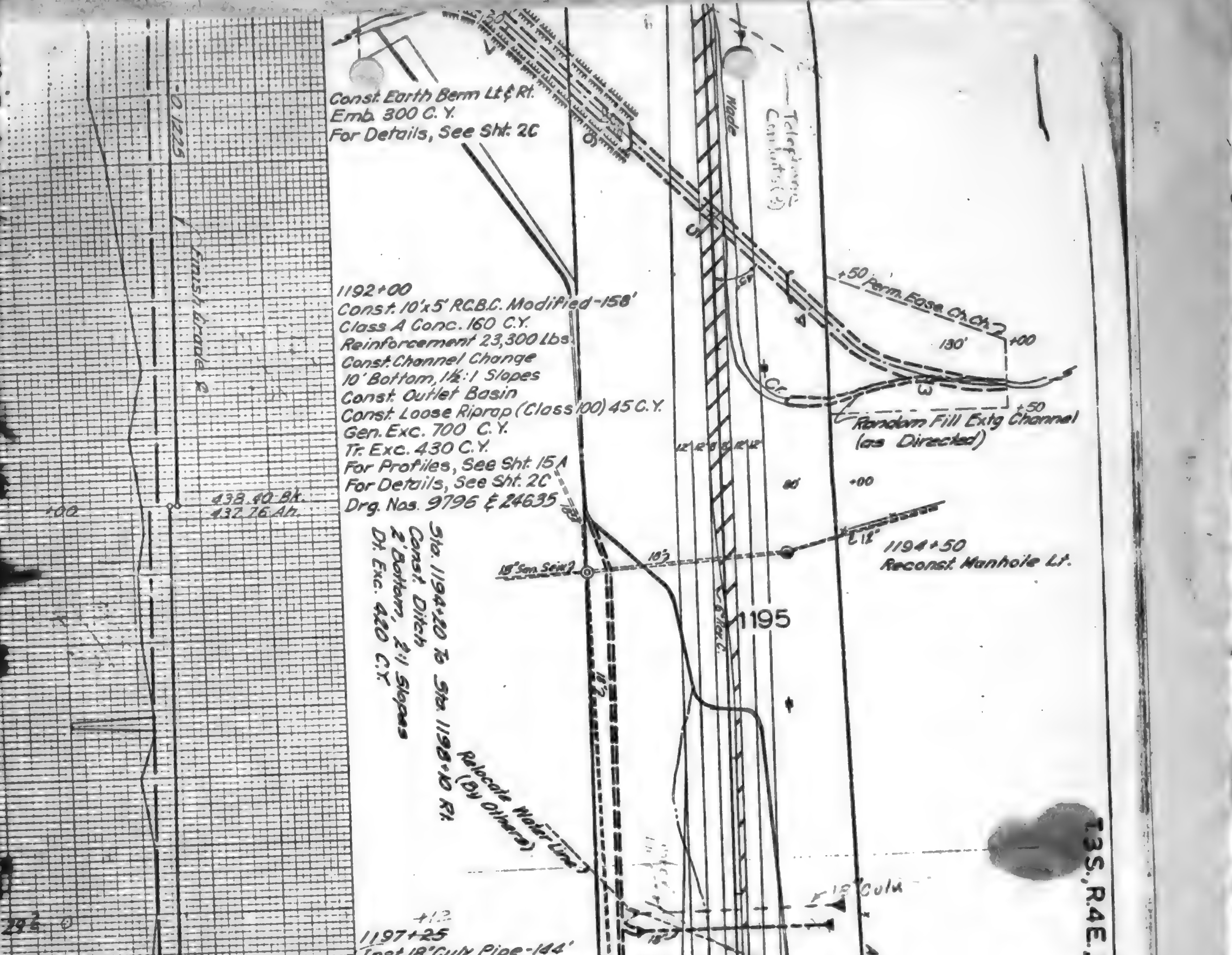
I have personally had many conversations with Mrs. Kitching and she has been concerned and made complaints relative to noise and fumes. Mr. Stovall also has had several discussions with Mrs. Kitching. I did promise her that we would take sound measurements and favor her with any advice that our sound people might have relative to anything that could be done at her house or on her property to alleviate this problem. These measurements were taken and the sound levels that were measured were well within FHWA guidelines for both inside and outside sound levels.

I have had conversation with Mr. Olson, who is the manager of the Crown Zellerbach operation here, concerning Mrs. Kitching. Crown Zellerbach has constructed and planted trees on a small berm between their approach road and the Kitching property. They are also appreciative, and so should Mrs. Kitching be, of the action that we took in changing the use restriction on the Crown Zellerbach approach so that the many people who visit Mrs. Kitching can now legally get to her residence from the new highway rather than winding their way through the mill operation from the old highway at some risk to life and limb, which has been the historic access to the Kitching property.

Under normal circumstances, and at this point, I would conclude that we have no further obligations in this matter and that we should so advise Attorney Samuels. However, these aren't normal circumstances. Mrs. Kitching is an invalid, and has been for many years. She is pretty well bound to this home, which is isolated and nearly surrounded by mill activities and/or highway, and it never can be completely established or known what her conception may have been relative to what our highway would look like in front of her home, or what the affects of the highway and its traffic would be on her. In view of this, and in an effort to be neighborly, I would suggest that if we can obtain an appropriate release of all claims and/or responsibilities relative to noise, dust, fumes, etc. from the highway on Mrs. Kitching and the Kitching property, that we build the berm as requested. It appears to me that it won't actually be very effective, but such things sometimes loom large in the mind of a person and it may be that with the berm, her new fence, and some plantings, that it will seem effective to Mrs. Kitching.

LWR/cr
Attachments
cc D. H. Moehring
M. W. Stovall
L. C. Grothaus


00
Perm. Ch.
Perm. Ease. Ch.
+50
0.22 Ac.±
②
130'
+00
Creek
130'
+50
80
+00
1195
44184
0.23 Ac.±
Sh.
Sb.
Ho.
Sh.
A. Kitching
528-130
WILLIAM WADE D.L.
N600,000
E1,527,000
S 4°07'30"E RR ℄
①
1200



Const. Earth Berm Lt & Rt.
Emb. 300 C.Y.
For Details, See Sht. 2C
1192+00
Const. 10'x5' R.C.B.C. Modified-158'
Class A Conc. 160 C.Y.
Reinforcement 23,300 Lbs.
Const. Channel Change
10' Bottom, 1½:1 Slopes
Const. Outlet Basin
Const. Loose Riprap (Class 100) 45 C.Y.
Gen. Exc. 700 C.Y.
Tr. Exc. 430 C.Y.
For Profiles, See Sht. 15A
For Details, See Sht. 2C
Drg. Nos. 9796 & 24635
+50 Perm. Ease. Ch. Ch.
130'
+00
+50
Random Fill Extg Channel
(as Directed)
1194+50
Reconst. Manhole Lt.
18" San. Sew.
Sta. 1194+20 To Sta. 1196+10 Rt.
Const. Ditch
2' Bottom, 2:1 Slopes
Dt. Exc. 420 C.Y.
1195
Relocate Water Line
(By Others)
T.3S., R.4E., W.M.
Const. Rd. Conn. Lt.
1197+68 & 1198+81
Inst. 6" Perf. - 137'
18" Culv.
Access Control Line
+12
1197+25
Inst. 18" Culv. Pipe-144'
Const. 2 Paved End Slopes
Const. Outlet Ditch
2' Bottom, 2:1 Slopes
Tr. Exc. 35 C.Y.
Dt. Exc. 4 C.Y.
1199+00
Const. Manhole
Const. Type "G-1" Inlet
Extg. 30" C.M.P. (in pl.)
Remove 30" C.M.P.-30
Inst. 30" Culv. Pipe-15'
Inst. 6" Sewer Pipe-6'
Inst. 36" Arch Type Culv. P-185'
Const. 1 Paved End Slope
Tr. Exc. 165 C.Y.
For Details See Sht. 2B
1199+40
Begin Curb Lt.
1200
1199+15
Const. Rd. Conn. Rt.
Access Control Line
ROSEWOOD RD.
Painted Traffic
Sta. 1199+60
Inst. 8" Perf.
Special Fill
Tr. Exc. 70 C.Y.
8" Perf.
Telephone Conduit
Finish Grade
438.40 Bk.
437.76 Ah.
+00
430
Finish Grade
Ground Line
Subgrade
0.1225

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

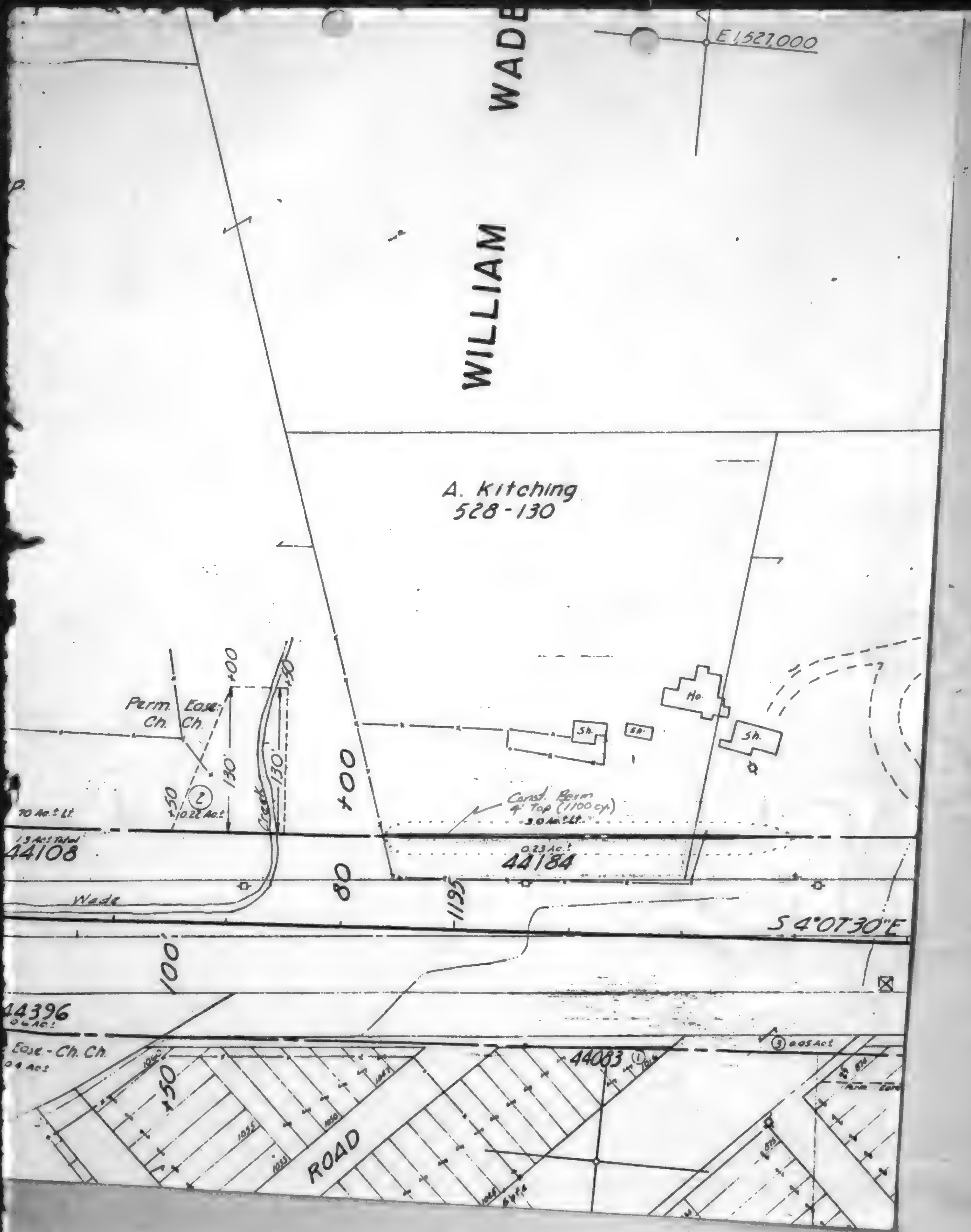
Sheet 1 of ______ Sheets

Section Eagle Cr. - Estacada Unit Kitchen Berm
Highway Clackamas County Clackamas Prefix ______
Length ______ Designer W. F. Cobine 8/28/73 Draftsman ______ Date ______

Grading and Surfacing Items

Item	Unit	Net	10 % Allow	Gross	Price	Amount
Const. Berm	Cu. Yd.	1100	100	1200	2.00	2400
Ditch Exc.	Cu. Yd	72	8	80	2.50	200
18" Culvert Pipe	Lin. Ft.	30	–	30	6.50	195.
Total Project						$2795

Total ______


WILLIAM WADE
E1,527,000
A. Kitching
528-130
Perm. Ease.
Ch. Ch.
+00
+50
130
130'
50
②
0.22 Ac.±
70 Ac.± Lt.
1.3 Ac.± Total
44108
Creek
+00
Const. Berm
4' Top (1100 cy.)
3.0 Ac.± Lt.
0.23 Ac.±
44184
Ho.
Sh.
Sh.
Sh.
80
1195
Wade
S 4°07'30"E
100'
44396
Ease.-Ch. Ch.
+50
ROAD
44083
①
③ 0.05 Ac.±
Perm. Ease.
1040
1045
1050
1055
1065

03 10M

1194+50 - 1198
"Berm"

OREGON STATE HIGHWAY DEPARTMENT

EARTH WORK COMPUTATION SHEET

n Eagle Cr. - Estacada HIGHWAY Clackamas LINE Kitching Prop.

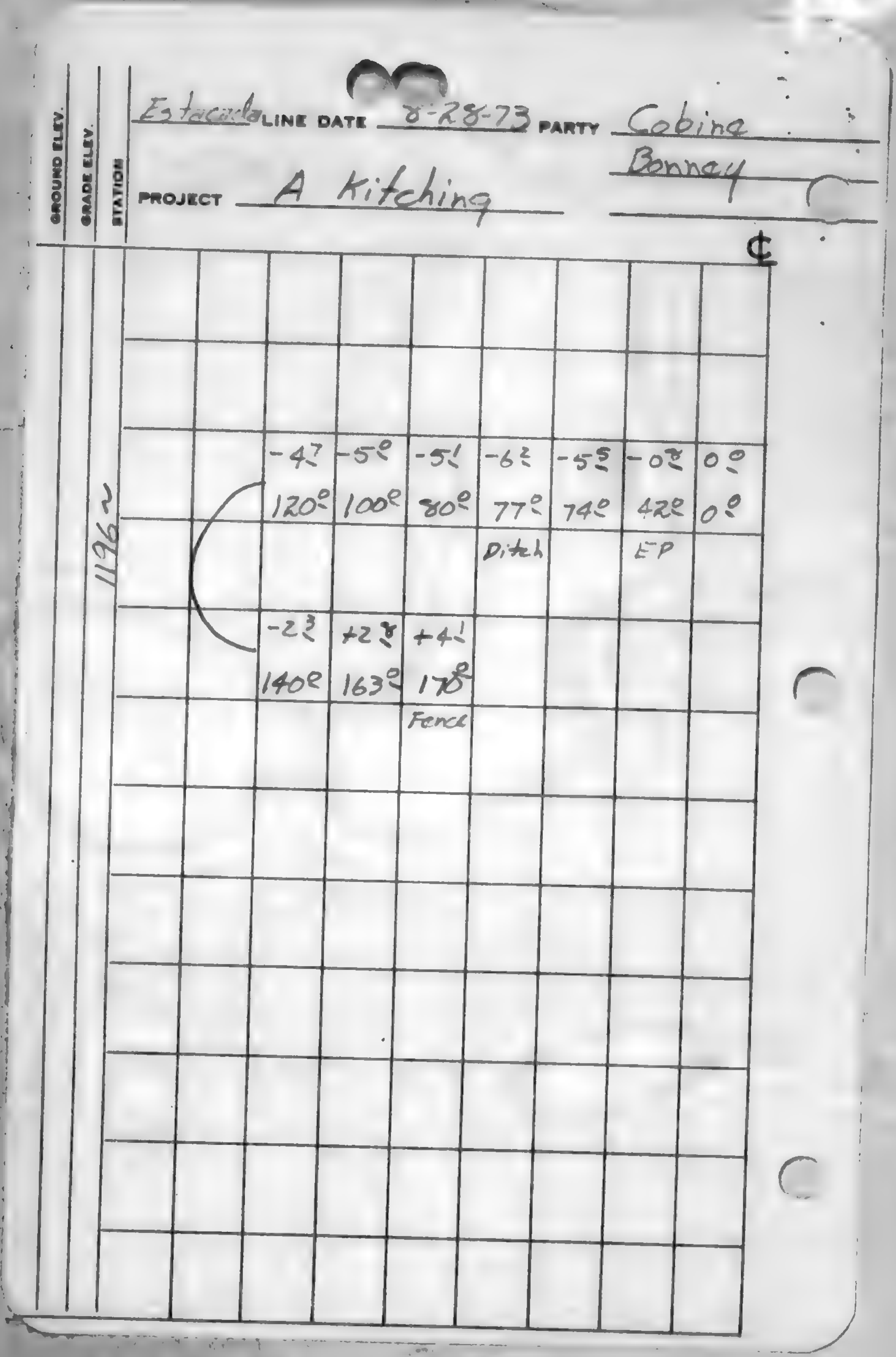
NO. ______ CONTRACT NO. ______ SHRNK OR SWELL FACTOR ______

STATION		AREA		VOLUME		ADJUSTED FILL VOLUME	SUMMATION
		CUT	FILL	CUT	FILL		
94+50	wdg	Ditch 0	0				
				9	93		
95		Ditch 10	100				
				18	185		
+50		Ditch 10	100				
				18	185		
6		Ditch 10	100				
				18	185		
+50		Ditch 10	100				
				9	185		
7		Ditch 0	100				
					185		
+50			100				
					93		
	wdg		0				
				(Ditch Exc 72 c.y.)	1111 c.y. Berm		

PAGE TOTAL		
SUB TOTAL		

IBM NO.

PAGE NO. ______

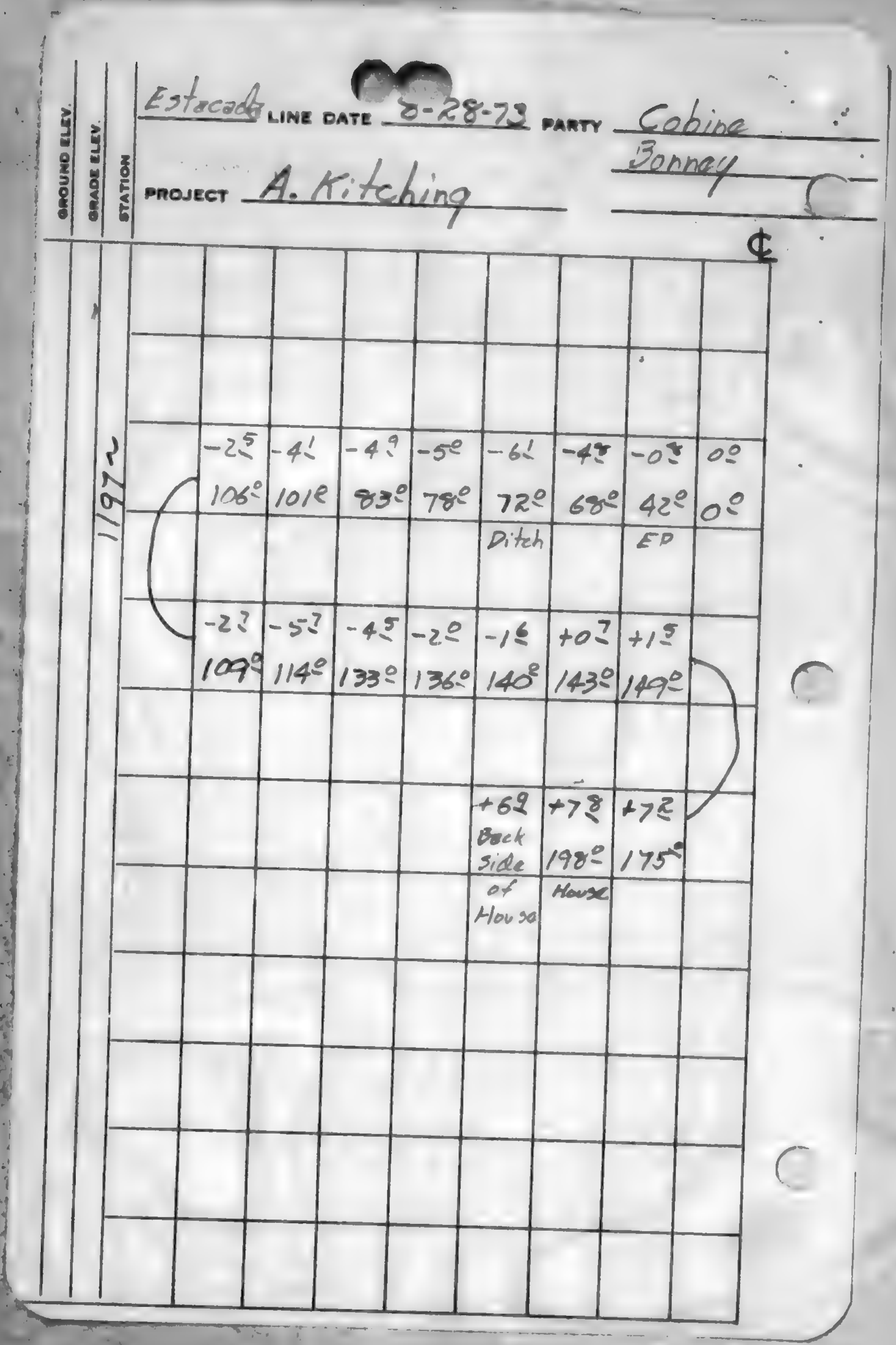


Estacada LINE DATE 8-28-73 PARTY Cobina

Bonney

PROJECT A Kitching

GROUND ELEV.	GRADE ELEV.	STATION									¢
		1196~			-4^{7}	-5^{0}	-5^{1}	-6^{2}	-5^{5}	-0^{2}	0^{0}
					120^{0}	100^{0}	80^{0}	77^{0}	74^{0}	42^{0}	0^{0}
								Ditch		EP	
					-2^{3}	$+2^{8}$	$+4^{1}$				
					140^{0}	163^{0}	170^{0}				
							Fence				



Estacada LINE DATE 8-28-73 PARTY Cobine

Bonney

PROJECT A. Kitching

GROUND ELEV.	GRADE ELEV.	STATION								¢
		1197~		-2^{5} 106^{0}	-4^{1} 101^{2}	-4^{9} 83^{0}	-5^{0} 78^{0}	-6^{1} 72^{0}	-4^{8} 68^{0}	-0^{8} 42^{0}	0^{0} 0^{0}
								Ditch		EP	
				-2^{7} 109^{0}	-5^{7} 114^{0}	-4^{5} 133^{0}	-2^{0} 136^{0}	-1^{6} 140^{0}	$+0^{7}$ 143^{0}	$+1^{5}$ 149^{0}	
								$+6^{9}$ Back Side	$+7^{8}$ 198^{0}	$+7^{2}$ 175^{0}	
								of House	House		

RW Berm

Kitching Prop.

Eagle Cr. - Estacada Section
Clackamas Highway
Clackamas County

100
50
0
wedge to 1198+00

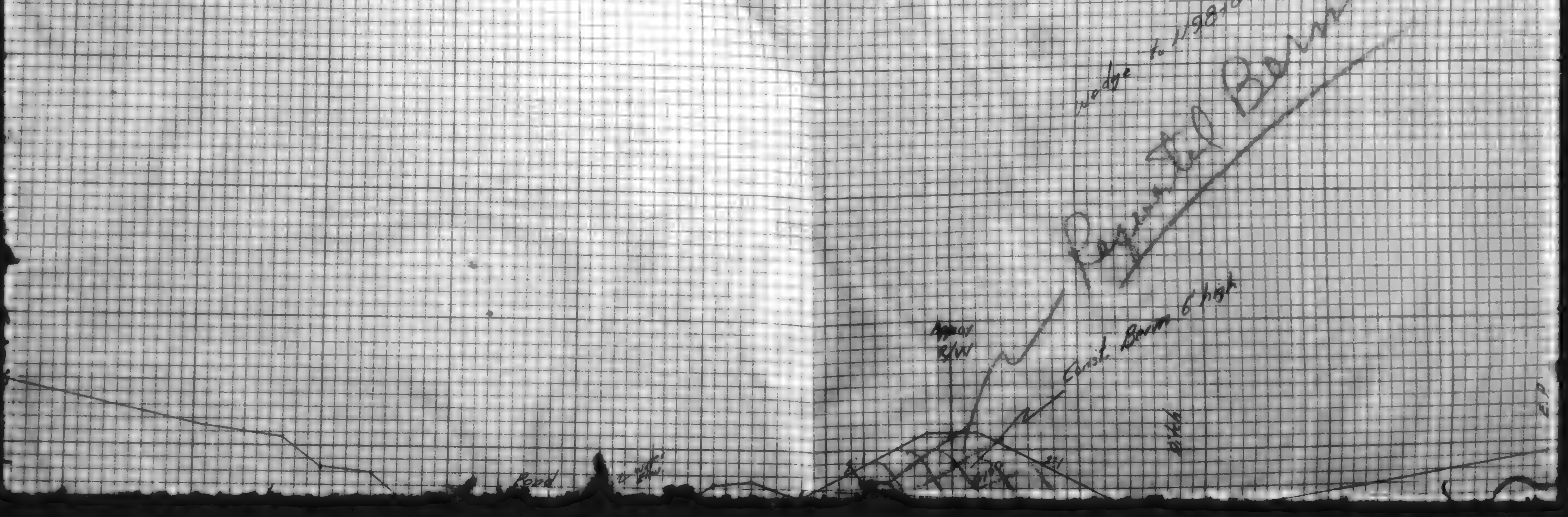
[redacted]

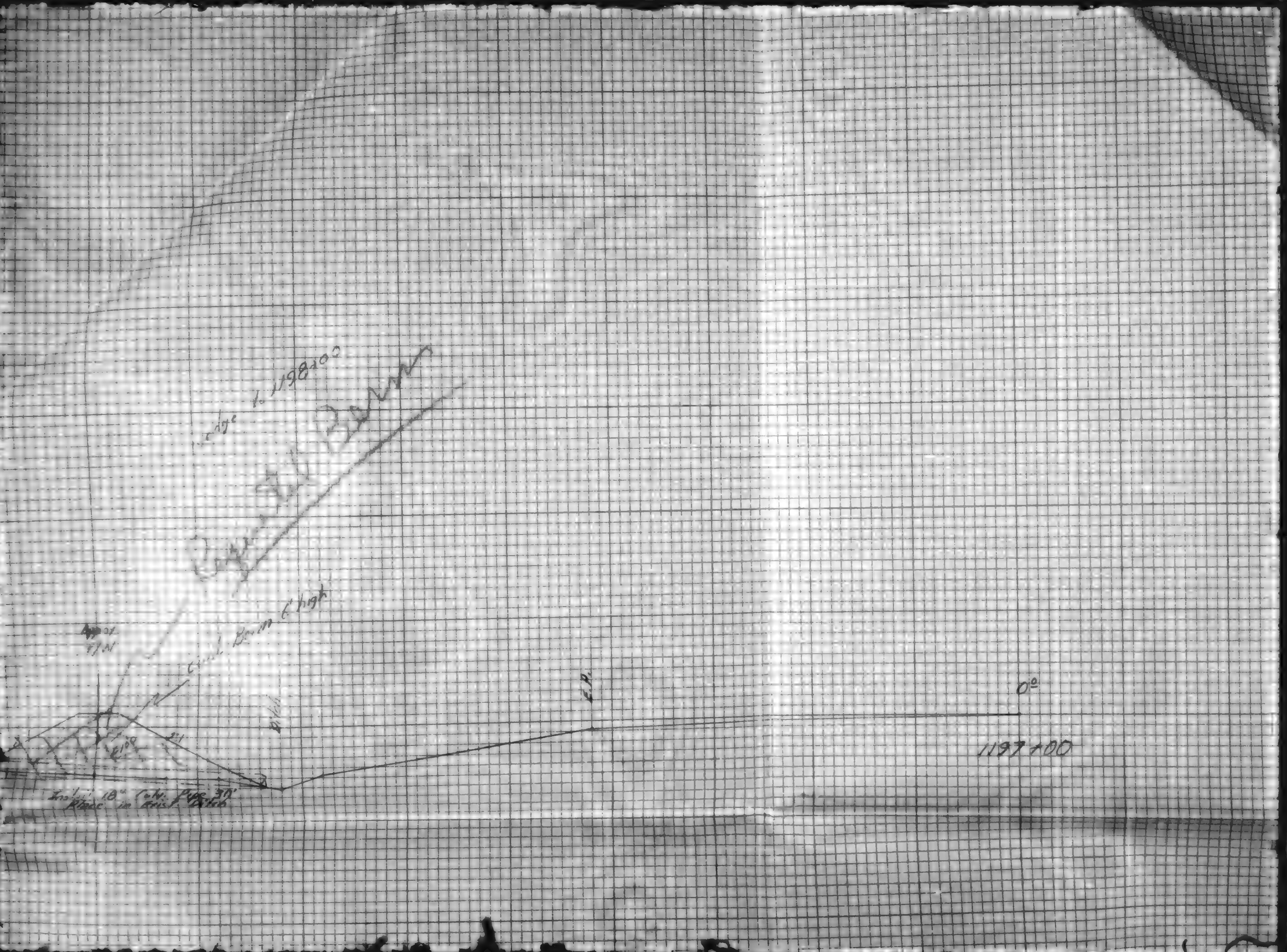
[redacted]

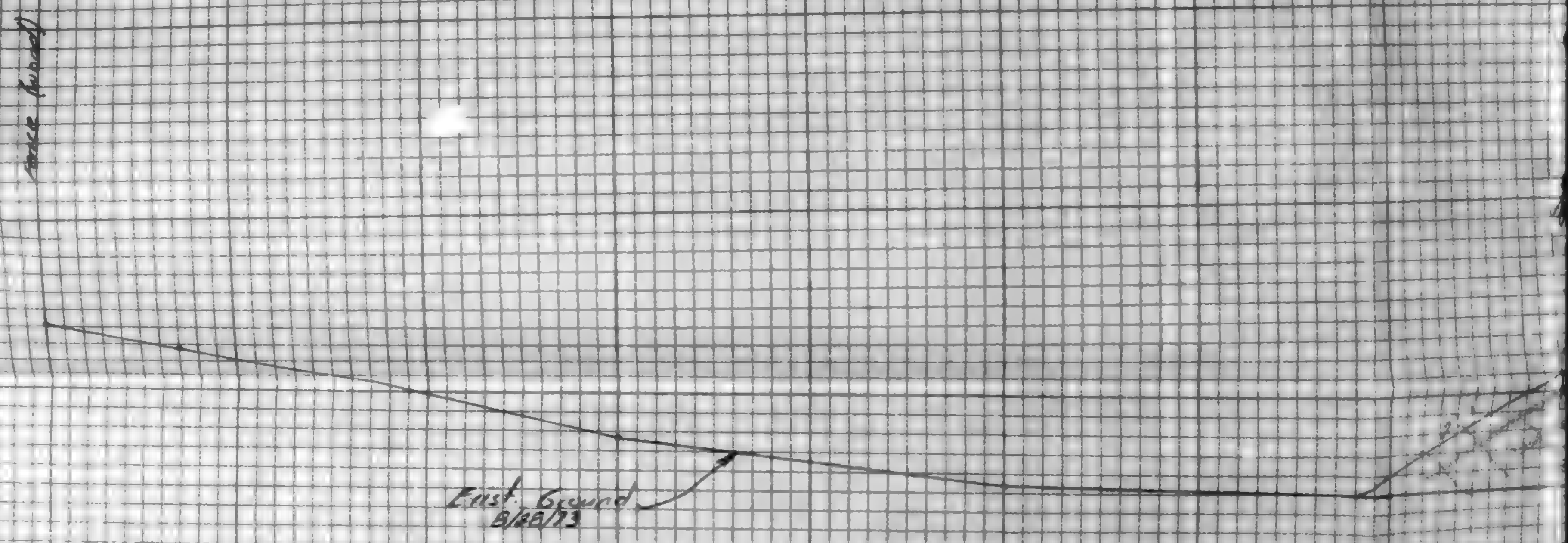
R/W Berm

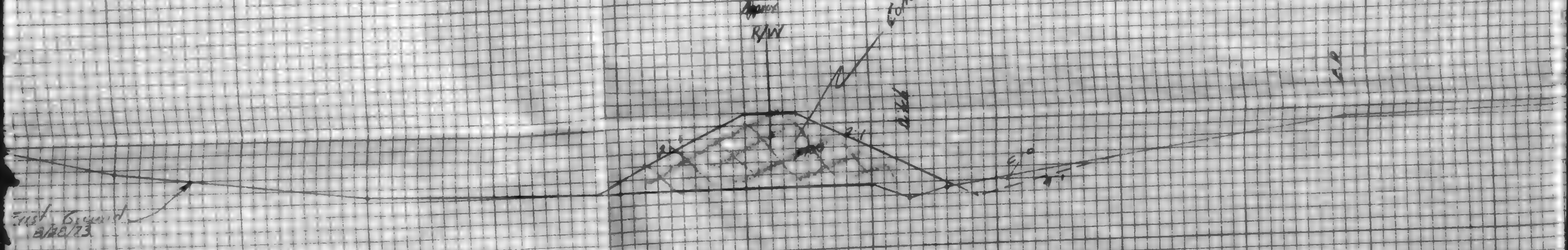
Kitching Prop.

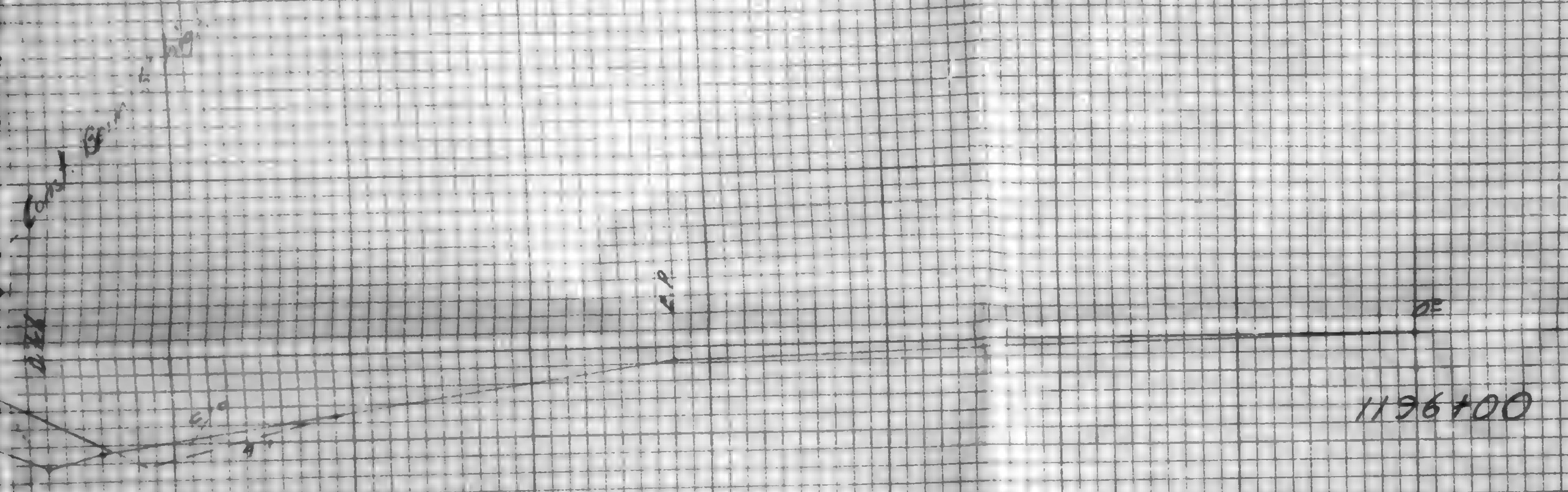
Eagle Cr. - Estacada Section
Clackamas Highway
Clackamas County

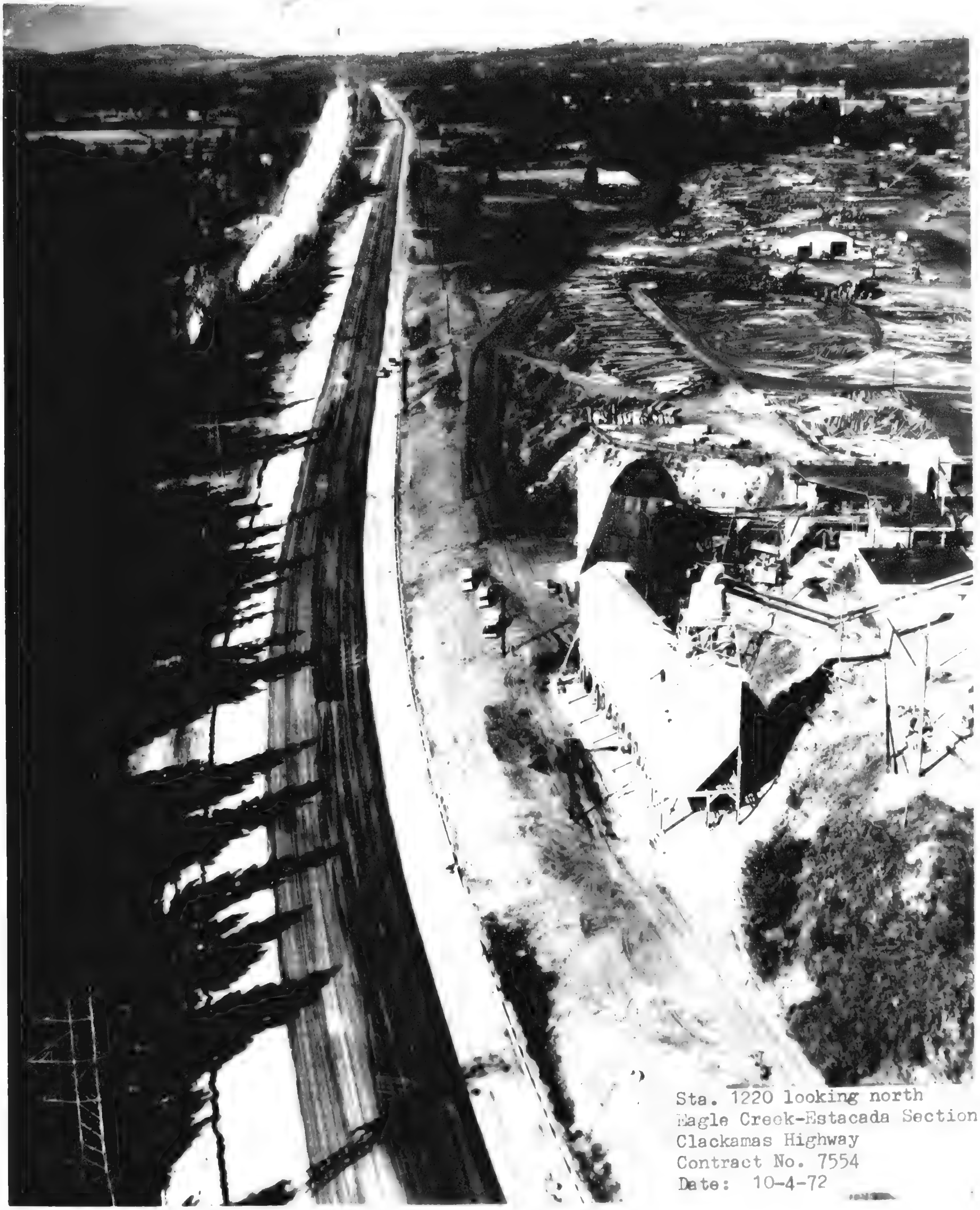

wedge to 1198+00
Proposed Berm
Const. Berm 6' high
Approx R/W
Ditch
2:1
Pond
E.P

dge to 1198+00
Cont. Berm 6' high
Approx. T.N.
2:1
Ditch
E.P.
0'
1197+00
Install 18" Culv. Pipe 30'
Place in Exist. Ditch


Fence (wood)
Exist Ground
8/28/73


Approx.
R/W
Const. Berm 6' high
Ditch
2:1
2:1
2:1
E.P.
First Ground
8/28/73


Const. Grade to ...
D.K.K.
6.0
4
E.P.
PE
1196+00



Sta. 1220 looking north
Eagle Creek-Estacada Section
Clackamas Highway
Contract No. 7554
Date: 10-4-72

PORT OF PERSONAL INTERVIEW

Legal Owner ☐ Contract Purchaser ☐ Other

Liaison ☐ Appraisal ☐ Property Mgmt.

Acquisition ☐ Relocation ☐ Other

le No. [illegible]

Last Name Kitching

Section Eagle Creek - E. [illegible]

me Kitching, Alice May

Address P.O. Box 84

cuments Delivered:

	Date
ochures, A & R	8-19-70
tter, O-Benefit	8-20-70
tion	8-20-70
Claim Forms	—

Area of Taking 0.23 Ac.

Amount Approved $ 1225 plus fencing allo.

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☐ Unimproved

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st	1225.00			8-20-70	8-20-70
2nd	1325.00 (corr.)			8-21-70	8-21-70
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present	Statement of Discussion
70	Mrs. Kitching & Buller	I met with this owner & gave her our brochures. We discussed the acquisition details & I inquired as to her intentions regarding fencing. She indicated she will re-fence along the R/W. I told her I would compile an allowance for fencing & talk with her tomorrow.
70		I met with Mrs. Kitching, discussed acquisition & presented our recommended offer of $1,225 plus "100" fencing allowance. This offer was acceptable so she signed the option etc. Mrs. Kitching advised she is receiving Public welfare assistance, this Dept pays her property Taxes & for this reason does not want us to pro-rate these taxes. I told her I was sure this must be done in accordance with the law

By ______________________
Use reverse side (Tumblehead) Right of Way Agent

-708 Rev. 4-16-70h

[illegible] the document [illegible] on it for her [illegible] her [illegible].

5-26-70	Mrs. Kitching & Pillar	I met with the owner again to obtain her signature on a correction (amount of offer)
5-27-70	" "	I phoned Willie Egan to inquire about pro-rating property taxes. She advised we must pro rate. Mrs Kitching so informed.

V. C. Pillar

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon

DATE August 21, 1973

TO MEMO TO THE FILE

Vern C. Priller
FROM VERN C. PRILLER

SUBJECT Mrs. Alice Kitching
File #44184
Eagle Creek-Estacada Section, Clackamas Hwy.

In August of 1970 when I negotiated the purchase of this property, our discussion lightly covered the matter of our highway elevation in relation to the ground level of Mrs. Kitching's property. Mrs. Kitching and I reviewed our construction map which showed the center line of the proposed highway to be approximately three feet above the existing ground level of the old railroad right of way, which was approximately four to five feet above her back property line. I explained to her that these were preliminary plans, subject to change, and the distances were only approximate. We then discussed the matter of fencing her property line. A figure of $100.00 was arrived at which was satisfactory with Mrs. Kitching. I told her this amount would be released after the fence was completed.

She said she would "arrange to have some fill dirt brought in" so she could construct her fence at highway level. She said she also intends to plant a row of trees to act as a barrier between her and the highway.

No further discussion was held relative to fill dirt, amounts, or who was to provide the material. She seemed to be completely satisfied with our proposal and the monetary amount offered her, and signed our option without further discussion.

5/5/72 - Mrs. Kitching called me today to inquire as to obtaining some fill dirt from the Highway Department. I referred her to Mr. Rohrbough, Project Engineer. She said she would call him. I later received a call from Mr. Rohrbaugh advising that Mrs. Kitching had called him on previous occasions with the same request for fill dirt. He said he had told her that none is available as we need all the dirt for fill along the line. I told him I had never discussed this with her as I have no jurisdiction over this matter.

5/10/72 - Mrs. Kitching called me to inquire as to obtaining a direct easement to the highway as her church may build a building on her property and her present access over Crown Zellerbach property would not be acceptable for their use. I told her she should contact Mr. Rulien in this regard. She said she will write him a letter with her request.

5/30/72 - Mr. Kitching called me to complain about the dust being raised by the heavy equipment working on our project. I referred her to Mr. Rohrbough or Mr. Gil Alsbury, as Mr. Rohrbough is retiring the last of May. She said she would call them immediately. Mr. Rohrbough called me later and advised that they had received calls from Mrs. Kitching in the past, relative to dust, noise, heavy equipment, and other matters. He said he is well aware of Mrs. Kitching and her situation.

5/31/72 - Received a phone call from Mr. Kurt Antoni regarding access from Mrs. Kitchings property to our highway. He said he had discussed this matter with Mrs. Kitching and as he will be attending to many of the details, wanted to know what procedure is required in this matter. I told him I had received a call from Mrs. Kitching and had referred her to Mr. Rulien at our Milwaukie office. Mr. Antoni said that he would help Mrs. Kitching compose her letter to Mr. Rulien.

6/1/72 - I received a frantic call from Mrs. Kitching advising that she had almost died since she last called me. She advised that the dust and dirt is so bad that she almost suffocated and had to call the Doctor for treatment. I again referred her to Mr. Alsbury.

VERGEER, SAMUELS, ROEHR & SWEEK
ATTORNEYS AT LAW
1027 E. BURNSIDE
PORTLAND, OREGON 97214

PHONE 234-6527

DUANE VERGEER
HARRY F. SAMUELS
FREDERIC P. ROEHR
WALTER H. SWEEK
THOMAS SAUBERLI

RECEIVED
STATE HWY ENGR
AUG 10 73
REFER TO
Coulter
FOR

Info	Inves	C/D	D/R	Sign	Act	File
	✓	✓				

August 8, 1973

S. B. Klaboe
State Highway Division Building
Salem, Oregon

Dear Mr. Klaboe

This office represents Mrs. Alice May Kitching, whose address is General Delivery, Estacada, Oregon 97023. Mrs. Kitching owns and lives on property located approximately three miles north of Estacada, abutting the north boundary of property owned by Crown Zellerbach Corporation and the east boundary of the recently constructed Eagle Creek-Estacada section of the Clackamas Highway.

Mrs. Kitching is permanently disabled from a spinal injury and suffers from severe respiratory problems due to a punctured lung. When Mrs. Kitching was first contacted by a highway commission agent in the middle of 1969 concerning the proposed improvements to the highway, she was informed that a strip of her land would be condemned for the new road. She expressed concern as to how her health would be affected by the increased noise, fumes, dust and vibrations which would inevitably accompany an improved roadway. She was informed that the increase in grade elevation would be from 3 to 3½ feet above the abutting edge of her uncondemned property and that the highway department would cooperate with her by building a small barrier or berm adjacent to the edge of the shoulder along her abutting frontage. Mrs. Kitching would then have erected her fence on top of this berm and planted trees inside the fence and this would have effectively shielded her property from the above mentioned adverse effects of the highway traffic. Relying upon the three-foot grade elevation figure, Mrs. Kitching, on August 20, 1970, signed a real estate option agreement with the highway commission for the condemnation of a strip of land approximately 38 feet wide and 255 feet long. Mrs. Kitching received compensation for the land condemned.

NOTED
A. E. JOHNSON

However, the grade elevation proved to be 7½ to 8 feet above that of her abutting land and no berm was ever constructed. During and subsequent to the construction of the highway improvement, Mrs. Kitching repeatedly asked construction and highway commission officials for help, but received none. Due to her lack of mobility, Mrs. Kitching is forced to endure the adverse effects of the heavily traveled roadway, even during afternoon and evening periods of especially intense dust and fumes, during which times her breathing is seriously impaired.

Noise, fumes, dust and vibrations from the improved highway comprise a continuing nuisance which constitutes a taking of Mrs. Kitching's uncondemned land, for which she has not been compensated. Under the doctrine of eminent domain, Mrs. Kitching has a legal right to proceed against the State for money damages.

However, she will be satisfied if the State will construct a 5 to 6 foot high berm along her frontage so that she can construct her fence on top of this and plant her trees. Neighboring Crown Zellerbach will provide the dirt for this job if the State will provide the manpower. Mrs. Kitching's good faith and cooperation has been answered with calloused disregard to her health and legal rights. We demand that this situation be rectified.

Your prompt reply will be much appreciated and may help to avert further legal action.

Very truly yours,

VERGEER, SAMUELS, ROEHR & SWEEK

By
Harry F. Samuels

HFS:jf

cc: L. W. Rulien
Mrs. Alice May Kitching
Highway Division, 5821 N.E. Glisan Avenue

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310

DATE June 20, 1973

O M. W. Stovall
District Engineer

FROM D. R. Byard Jb
Environmental Director

SUBJECT Noise Complaint by Mrs. Alice Kitching

In response to your request for investigation of a noise complaint by Mrs. Kitching, our personnel recorded ambient sound levels at her house on the afternoon of April 24, 1973. The following are the results of the laboratory analysis of that data.

Recordings showed the A-weighted sound level exceeded ten percent of the time (L_{10}) was a maximum of 64 decibels (dBA) outside at 4:25 PM and a maximum of 42 dBA inside at 3:30 PM. Table 1 shows the statistical breakdown for all recordings, Table 2 shows Federal Highway Administration guidelines for new highway construction. I have also included a short explanation of the statistical descriptions for your information.

As you can see, Mrs. Kitching's location is considerably below FHWA guidelines for both inside and outside sound levels. In fact, traffic would have to increase by a factor of four in order for sound levels at her location to reach the guidelines.

While we realize that highway noise may be offensive for Mrs. Kitching, sound levels near most well-travelled highways in Oregon will be at least as high as those at her house. I sympathize with her, but regret that is impractical for us to recommend noise reduction measures for her house.

TABLE 1

TIME	LOCATION	L_{10}	L_{50}	L_{90}
1430	outside	63	54	44
1530	bedroom	42*	31	25
1540	outside	59	48	40
1625	outside	64**	52	41
1635	inside	41	30	26
1700	outside	58	46	<40

*Maximum inside sound level (L_{10}) in dBA
**Maximum outside sound level (L_{50}) in dBA

cc: R. L. Schroeder, L. Rulien

NOTED
R. L. SCHROEDER

RECEIVED
JUN 22 1973
Office of
Assistant State Highway Engineer

TABLE 2

DESIGN NOISE LEVEL/LAND USE RELATIONSHIPS

Land Use Category	Design Noise Level - L_{10}	Description of Land Use Category
A	60dBA (Exterior)	Tracts of lands in which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, or open spaces which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	70 dBA (Exterior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas, and parks.
C	75 dBA (Exterior)	Developed lands, properties or activities not included in categories A and B above.
D	--	For requirements on undeveloped lands see paragraphs 5a(5) and (6), this PPM.
E*	55 dBA (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

~~* See paragraph 1c of this Appendix for method of application.~~

STATISTICAL DESCRIPTORS OF ENVIRONMENTAL NOISE

L_{10} - NOISE LEVEL EXCEEDED MORE THAN 10 PERCENT OF THE SAMPLE TIME - SINGLE SHORT TERM EVENTS.

L_{50} - NOISE LEVEL EXCEEDED MORE THAN 50 PERCENT OF THE SAMPLE TIME - MEAN

L_{90} - NOISE LEVEL EXCEEDED MORE THAN 90 PERCENT OF THE SAMPLE TIME - MOTORS, AIR CONDITIONING, TRANSFORMERS

7554

DUANE VERGEER
HARRY F. SAMUELS
FREDERIC P. ROEHR
WALTER H. SWEEK
THOMAS SAUBERLI

VERGEER, SAMUELS, ROEHR & SWEEK
ATTORNEYS AT LAW
1027 E. BURNSIDE
PORTLAND, OREGON 97214

PHONE 234-6527

August 23, 1973

[illegible] 8 30

Mr. S. B. Klaboe
State Highway Division Building
Salem, Oregon

Re: Alice Kitching

Dear Mr. Klaboe:

We would appreciate receiving an answer to our letter of August 8, 1973 as soon as possible, as Mrs. Kitching's situation is worsening day by day.

If we have not heard from you by the end of this month we will proceed to file action against the state.

Very truly yours,

VERGEER, SAMUELS, ROEHR & SWEEK

By Harry F. Samuels
Harry F. Samuels

HFS:pl

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
AUG 24 '73
REFER TO

FOR
Info | Answer | R/D | D/R | Sign | Act | File

Env 7

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE	June 20, 1973
TO	M. W. Stovall District Engineer
FROM	D. R. Byard Environmental Director
SUBJECT	Noise Complaint by Mrs. Alice Kitching

In response to your request for investigation of a noise complaint by Mrs. Kitching, our personnel recorded ambient sound levels at her house on the afternoon of April 24, 1973. The following are the results of the laboratory analysis of that data.

Recordings showed the A-weighted sound level exceeded ten percent of the time (L_{10}) was a maximum of 64 decibels (dBA) outside at 4:25 PM and a maximum of 42 dBA inside at 3:30 PM. Table 1 shows the statistical breakdown for all recordings, Table 2 shows Federal Highway Administration guidelines for new highway construction. I have also included a short explanation of the statistical descriptions for your information.

As you can see, Mrs. Kitching's location is considerably below FHWA guidelines for both inside and outside sound levels. In fact, traffic would have to increase by a factor of four in order for sound levels at her location to reach the guidelines.

While we realize that highway noise may be offensive for Mrs. Kitching, sound levels near most well-travelled highways in Oregon will be at least as high as those at her house. I sympathize with her, but regret that is impractical for us to recommend noise reduction measures for her house.

TABLE 1

TIME	LOCATION	L_{10}	L_{50}	L_{90}
1430	outside	63	54	44
1530	bedroom	42*	31	25
1540	outside	59	48	40
1625	outside	64**	52	41
1635	inside	41	30	26
1700	outside	58	46	<40

*Maximum inside sound level (L_{10}) in dBA

**Maximum outside sound level (L_{50}) in dBA

cc: R. L. Schroeder, L. Rulien

NOTED
R. L. SCHROEDER

RECEIVED
JUN 22 1973
Office of
Assistant State Highway Engineer

TABLE 2

DESIGN NOISE LEVEL/LAND USE RELATIONSHIPS

Land Use Category	Design Noise Level - L_{10}	Description of Land Use Category
A	60dBA (Exterior)	Tracts of lands in which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, or open spaces which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	70 dBA (Exterior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas, and parks.
C	75 dBA (Exterior)	Developed lands, properties or activities not included in categories A and B above.
D	--	For requirements on undeveloped lands see paragraphs 5a(5) and (6), this PPM.
E*	55 dBA (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

~~* See paragraph 1c of this Appendix for method of application.~~

STATISTICAL DESCRIPTORS OF ENVIRONMENTAL NOISE

L_{10} – NOISE LEVEL EXCEEDED MORE THAN 10 PERCENT OF THE SAMPLE TIME – SINGLE SHORT TERM EVENTS.

L_{50} – NOISE LEVEL EXCEEDED MORE THAN 50 PERCENT OF THE SAMPLE TIME – MEAN

L_{90} – NOISE LEVEL EXCEEDED MORE THAN 90 PERCENT OF THE SAMPLE TIME – MOTORS, AIR CONDITIONING, TRANSFORMERS

7554

August 9, 1973

Pettijohn Engineering Co., Inc.
4145 N. E. Cully Boulevard
Portland, Oregon 97218

Gentlemen:

This is a follow up on your telephone call earlier today concerning the status of your claim in the amount of $1,305.56 plus interest which was filed against R. A. Heintz Construction Co., Contract No. 7554, Clackamas County.

This contract was accepted by the Commission on April 23, 1973. Our finance section informs us that a final payment was mailed to the prime contractor on May 16, 1973.

We will forward a copy of our letter to the surety which furnished the performance bond on this contract so they will know that your claim is still unpaid.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

CWH:td

cc R. A. Heintz Construction Co.
United States Fidelity & Guaranty Company

NOTED ON CARD
8-9-73

7554

April 26, 1973

U. S. Fidelity and Guaranty Company
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7554 awarded to R. A. Heintz Constr. Co., for work on the Eagle Creek-Estacada Section of the Clackamas Highway in Clackamas County was completed on February 9, 1973, and accepted by the Highway Commission on April 23, 1973.

Final payment in the amount of $35,911.35 will be released to the contractor after May 2, 1973. The total contract amount is $2,396,157.20, including $11,073.37 for work performed under force account.

You have been advised previously that claims have been filed with us.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. M. Graham, Assistant Secretary

da

cc R. A. Heintz Constr. Co.
5035 N.E. Columbia Blvd.
Portland, Oregon 97211
bc C. T. Kenney
Walt Hart
V. E. Shong
Attn: Dick Hacek
L. W. Rulien

5

OREGON STATE
HIGHWAY DIVISION

7554

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

DATE April 25, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7554, Work Completed February 9, 1973

Project Eagle Creek - Estacada

Highway Clackamas, County Clackamas

Type of Work Grading, Paving and Structure

Contractor R.A. Heintz Construction Co.

Recommended Acceptance Date April 23, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on May 29, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. E. Young
C. T. Kessey
W. J. Hart
V. Gallagher, File

7554

March 20, 1973

Pettijohn Engineering Company, Inc.
4145 N. E. Cully Boulevard
Portland, Oregon 97218

Gentlemen:

This is in reply to your letter of March 13 concerning the status of your claim for engineering services in the amount of $1,305.56 plus interest against the R. A. Haintz Construction Company Contract No. 7554 Eagle Creek-Estacada Section in Clackamas County.

Our records show that your claim was filed with the Secretary of State on June 8, 1972, and was assigned his File No. 4680. This filing will protect your claim under the bond.

This contract was completed on February 9, 1973, but has not yet been accepted by the Highway Commission.

For your information, we are attaching a copy of Excerpts from Oregon Revised Statutes relating to Public Contracts. Action by Claimant on Contractor's Bond is outlined under ORS 279.536 on Page 3 of the excerpts.

We are forwarding a copy of your letter to the surety and the prime contractor.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:hs
Attachment

cc R. A. Haintz Construction Company
United States Fidelity & Guaranty Co.

Pettijohn Engineering Company, Inc.
4145 N. E. CULLY BOULEVARD
PORTLAND, OREGON 97218
TELEPHONE (503) 282-0901

March 13, 1973

CERTIFIED
RETURN RECEIPT REQUESTED

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Eagle Creek-Estacada Contract #7554
Lien for Services

Dear Sir:

We request information relative to the satisfaction of claim filed on May 31, 1972, on subject contract. Pettijohn Engineering Company, Inc. has not received settlement of this claim.

Your attention to this matter is requested. Attached copy of filing is included for your reference.

Very truly yours,

NW Pettijohn

N. W. Pettijohn
PETTIJOHN ENGINEERING COMPANY, INC.

NWP:dms

Enclosure

cc: U. S. Fidelity and Guaranty Company

RECEIVED
MAR 14 1973
OREGON
STATE HIGHWAY COMMISSION

Pettijohn Engineering Company, Inc.
4145 N. E. CULLY BOULEVARD
PORTLAND, OREGON 97218

TELEPHONE (503) 282-0901

May 31, 1972

CERTIFIED
RETURN RECEIPT REQUESTED

To: Floyd Query
Secretary, Oregon STate Highway Commission
Salem, Oregon

Mr. Clay Myers
Secretary of State
Salem, Oregon

Notice is hereby given that the undersigned, Pettijohn Engineering Company, Inc. has a claim for engineering services performed between the 29th day of October 1971 and the 6th day of March 1972 in the amount of $1,305.56, together with interest at the rate of six percent per annum from April 6, 1972 until paid against the bond taken from R. A. Heintz Construction Co., as principal, and U. S. Fidelity & Guaranty Company, as surety, for the work known as Eagle Creek-Estacada Job, Contract No. 7554 for the Oregon State Highway Commission. This notice is given pursuant to ORS Chapter 279.

Dated this 31st day of May, 1972.

PETTIJOHN ENGINEERING COMPANY, INC.

By WW Pettijohn

FORM E-30 (REV. 10-60)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

7554

Salem, Oregon
March 14, 1973

SUBJECT: Dryer-Drum Mix Paving
Eagle Creek-Estacada Section
Contract No. 7554

To: D. H. Moehring
Maintenance Engineer

Attn: Carl Williams

As you pointed out in your letter of March 13, there is some distress in the cold joints on the subject project but we believe this to be primarily the result of trying to use a very cool mix to see what problems would occur.

The joints where some ravelling has occurred are, I believe, all in the "Class B" mix. The "Class C" mix (1/2" - 0) does not show this distress. Also, I believe this was laid at about the 190-200 degree temperature range.

The "C" mix was much easier to handle, even at the lower temperatures, than the standard "B" mix.

I attribute the uneven paving surface and poor ride to a green street crew trying to learn to operate a brand new paving machine, generally.

As for meeting D.E.Q. standards, this type plant is not a panacea, although emissions were considerably lighter than with the conventional type hot plant, and emission controls would likely still be necessary if the plant is pressed for production and/or higher temperatures. The controls would, however, probably be much less extensive than with a conventional plant.

The quality of the mix produced, from all indications so far, appears to be as good and in some ways much better than mix produced from a conventional plant, and the initial cost of the plant is much less.

I believe the advantages offered by a dryer-drum type plant make it worthy of serious consideration for a maintenance type operation.

C T Keasey

C. T. Keasey
Construction Engineer

CTK:fr
cc: H. S. Coulter
L. W. Rulien

RECEIVED
MAR 14 1973
Office of
Assistant State Highway Engineer

7554

FORM R-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Eagle Creek - Estacada		WEEK ENDING: March 10,1973
		SECTION PREFIX: 103-1121
	HIGHWAY: Clackamas	COUNTY: Clackamas
NAME OF JOB: Eagle Creek - Estacada	KIND OF WORK: Grading, Paving and Structures	
CONTRACTOR: R.A. Heintz Construction Co.	CONTRACT NUMBER: 7554	FEDERAL AID PROJECT NUMBER: -
DATE OF CONTRACT: May 18,1971	DATE WORK STARTED: June 1,1971	ESTIMATED COMPLETION DATE: Feb. 9,1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: - SUPERVISION: -	SPECIFIED WORK DAYS: -	WORK DAYS USED: -
	SPECIFIED CALENDAR DAYS: ~~XXXX~~ 461	CALENDAR DAYS USED: 461
PROJECT AUTHORIZATION: $3,092,163.82	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $2,872,276.62	ENGINEERING AUTHORIZATION: $219,887.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $2,796,332.57	ENGINEERING COST TO DATE: $339,900.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN ~~XXXXXXX~~ 1 %	PERCENT OF AUTHORIZATION: 155 %	DATE PROJECT WAS COMPLETED: 2/9/73

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	5.87	5.87			
MILES PARTIALLY COMPLETED					5.87
MILES COMPLETED	5.87	5.87			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	306,800	211,320			5.87
TOTAL QUANTITIES CORRECTED TO DATE	321,886	207,040			52,900
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	321,886	207,040			50,013
AVERAGE DAILY QUANTITIES					50,013
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	3060B	Ret. Wall	13502	13503	9936	9936A	PGE Wall	Signals
PERCENT	100	100	100	100	100	100	100	100

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	4	Overcast			
MONDAY	5	Showers			
TUESDAY	6	Partly cloudy			
WEDNESDAY	7	" "			
THURSDAY	8	Overcast			
FRIDAY	9	" w/Shrs.			
SATURDAY	3	" "			

RECEIVED
MAR 12 1973
CONSTRUCTION SECTION

Band
Pease
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 4	No activity
5 MONDAY	NA
6 TUESDAY	NA
7 WEDNESDAY	NA
8 THURSDAY	NA
9 FRIDAY	NA
SATURDAY 3	NA

REMARKS

Working on ~~ft~~ semi-final data.

~~Original - Construction~~
cc: Construction (2)
Traffic
Bridge
Region
Resident

SIGNED F. G. Alsbury LOCATION Clackamas

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

7554

RECEIVED
STATE HWY ENGR
JAN 29 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE January ~~26~~ 29, 1973

TO A. E. JOHNSON
Deputy State Highway Engineer

FROM L. W. RULIEN
Regional Engineer

SUBJECT State Force Order
Eagle Creek-Estacada Section
Contract 7554

Our agreements with the City of Estacada call for a payment to them in the amount of $30,000 as a prelude to our relinquishment to them of the "old" section of the Clackamas Highway through town. We recently discussed this matter and you suggested that I submit to you an Order for State Force Work covering this payment.

Attached is the Order, together with a copy of the letter-form agreement with the City. This project is slightly over the authorization, but not in danger to the point of requiring additional funds from the Commission.

Approval of this Order will be very much appreciated. It appears appropriate that this cost be borne by this project.

1-29-73
TO C. Keasey — to Gary
this is OK as a S.F. Order on a contract — Please process.

LWR/cr
Attachment
cc H. S. Coulter
C. T. Keasey
Gil Alsbury
M. W. Stovall

cy Larry Rulien
1-30-73

RECEIVED
JAN 19 1973
FOR FILING

RECEIVED
STATE HWY ENGR
JAN 5 '73
REFER TO

FOR
Info Inves R/D D/R Sign Act File

1859

7564

DEPARTMENT OF ENVIRONMENTAL QUALITY

TERMINAL SALES BLDG. • 1234 S.W. MORRISON ST. • PORTLAND, OREGON 97205

TOM McCALL
GOVERNOR

[illegible]
Director

ENVIRONMENTAL QUALITY COMMISSION
B. A. McPHILLIPS
Chairman, McMinnville
EDWARD C. HARMS, JR.
Springfield
STORRS S. WATERMAN
Portland
GEORGE A. McMATH
Portland
ARNOLD M. COGAN
Portland

January 3, 1973

Mr. Don Nelson
R. A. Heintz Construction Company
2035 N. E. Columbia Boulevard
Portland, Oregon 97211

NOTED
F. B. KLABOE

Re: SW - Eagle Creek
Clackamas County

Dear Mr. Nelson:

Recently representatives from this Department conducted an inspection of Eagle Creek approximately one-half mile upstream from the Highway 224 bridge. This inspection revealed that during high water conditions of the past two years a clean-up slide area had eroded, exposing numerous tires. As you will recall this slide occurred in September 1971 during the right of way clearance of the new Estacada Highway. R. A. Heintz Construction Company was the prime contractor for this particular highway project.

At the time this slide was originally cleaned up it was our understanding that only a few tires were involved and it was further understood and so stated in our letter to you dated September 15, 1971 that all tires would be moved and placed above high water level. Recent inspection showed numerous tires in the streambed and along the banks of downstream properties. It is our opinion that additional tires will be eroded by high waters and carried into the stream.

This resultant condition is in direct violation of Oregon Revised Statutes 449.109, which prohibits the depositing of motor vehicle parts, specifically tires, in a location where they may be likely to escape or be carried into the waters of the State by any means.

You are therefore directed to immediately proceed to remove all presently exposed tires and those that are susceptible to exposure by high waters at the slide area and to retrieve all tires carried downstream from this location. These tires must be disposed of at an authorized solid waste site and the entire area cleaned up and secured in a manner approved by this Department. One such authorized disposal site that accepts tires is Parker's (Rossman's) at Oregon City.

We believe access to Eagle Creek may be obtained from Mr. Floyd D. Rogers, a creek front property owner, whose telephone number is 659-4969.

It is requested that you immediately notify this office of your intended action regarding this matter. Unless we receive an adequate response within 14 days as to your intentions regarding this matter, it would be our intention to take appropriate legal action including the assessment of civil penalties for each day that a violation continues.

If we can clarify any of the above items, please feel free to contact Mr. Robert E. Gilbert of our Portland Metropolitan District Office at 229-5372.

Sincerely,

E. J. Weathersbee
Acting Director

EJW:REG:ko

cc Clackamas County Solid Waste Commission
Attention: Mr. Dave Phillips

Clackamas County Health Department
Environmental Section

Mr. Floyd D. Rogers
7014 S. E. Wilshire
Milwaukie, Oregon 97222

Oregon State Highway Department ✓

Mr. R. P. Underwood

Portland Metropolitan District Office, DEQ

Solid Waste Division, DEQ

RECEIVED
JAN 5 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
DEC 29 1972
FOR FILING

S

McMENAMIN, JONES, JOSEPH & LANG
ATTORNEYS AT LAW
MORGAN PARK BUILDING
PORTLAND, OREGON 97205

AREA CODE 503
TELEPHONE 226-6301

ROBERT W. McMENAMIN
ROBERT P. JONES
THOMAS P. JOSEPH, JR.
RICHARD L. LANG
DARYLL E. KLEIN
THOMAS E. WOLF
CHARLES T. SMITH
C. ANDERSON GRIFFITH
WILLIAM L. HALLMARK
STEPHEN B. HERRELL
T. LEONARD O'BYRNE
PETER M. SHEELY
J. TERRENCE BITTNER

7554

COPY

December 19, 1972

The Honorable Clay Myers
Secretary of State
Capitol Building
Salem, Oregon 97310

Re: Oregon State Highway Commission
Contract No. 7554
Eagle Creek - Estacada Section
Our Client: Argonaut Insurance Company
Our File No. 5623

Dear Mr. Myers:

Our client, Argonaut Insurance Company, filed a claim pursuant to ORS 279.528, against the Performance Bond, dated May 20, 1971, with R. A. Heintz Construction Co., an Oregon corporation, as Principal, and United States Fidelity and Guaranty Company, a Maryland corporation, as Surety, issued for the work on the Eagle Creek - Estacada Section, Contract No. 7554.

This letter is to advise that we are at this time, on behalf of Argonaut Insurance Company, withdrawing the above-mentioned claim, and

No record in our file - C.H.

request that you make the necessary notations on your records.

Thank you for your cooperation in this matter.

Very truly yours,

Thomas E. Wolf

TEW/smb

cc: Oregon State Highway Commission

Argonaut Insurance Company
Policy No. WC 80-276-803504

REFERRED TO
NOTED
C. W. HEAD
BY SECRETARY

RECEIVED
DEC 2[illegible] 1972
OREGON
STATE HIGHWAY COMMISSION

DEC 4 - 1972
FOR

7554

MARWAIS STEEL COMPANY
One Barrett Avenue • P. O. Box 1208 • Richmond, Calif. 94802
Telephone 524-7311
Cable Address: Weismar

November 30, 1972

CERTIFIED MAIL NO. 375805, 375806, 375807

RETURN, RECEIPT REQUESTED XXX

Re: State of Oregon Contract 7554
Between Eagle Creek & Estacada, Ore.

R. A. Heintz Construction
2035 N. E. Columbia Boulevard
Portland, Oregon

Gentlemen:

This is to advise you that on Nov. 20, 1972, we shipped Highway Guard Rail material for installation on the above project to Coral Corporation of Gladstone, Oregon, a sub-contractor for your firm on this project. This material was billed on our invoice no. 11-031, dated Nov. 20, 1972, in the amount of $ 3,845.94.

This advice is a routine procedure followed by this Company and is not a refection of the credit standing of your sub-contractor.

Very truly yours,

MARWAIS STEEL COMPANY

James E. Cameron

James E. Cameron
Credit Manager

JEC:cb

CC: Coral Corporation
Sub-contractor

State of Oregon Highway Department, Salem, Oregon 97310

NOTED
C. W. HEAD
12/4/72

5

FORM [illegible] FOR FILING

7554

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: November 17, 1972

To: MEMO TO THE FILE

FROM: A. C. Harwood
Regional Construction Engineer

NOTED
A. E. JOHNSON

SUBJECT: Eagle Creek-Estacada Section
Clackamas Highway
Contract No. 7554

Tuesday, November 14, Mr. Hub Unger from R. A. Heintz Construction Co. hand carried to me, a copy of a letter to Gil Alsbury from Heintz objecting to the method of payment for buildup and surfacing material placed on the Clackamas Highway-Woodburn Estacada intersection. Typical sections for this area show an overlay over the existing pavement, minimum 2 inches. The plan profile through this area indicates a varying depth of material to be placed between the existing roadway surface and the finish grade due to distortion in the existing road, different supers and a different vertical alignment. Gil Alsbury had anticipated placing treated base to make this buildup.

In his letter of November 14 and verbally during his visit Mr. Unger took exception to paying for this buildup material as treated base and requested payment for asphaltic concrete and asphalt for all material going into this connection. Unger claims in his letter, that there was no direction prior to staking indicating CTB would be required under the area shown on the plans as an overlay. Alsbury disputes this saying that he had verbally told Heintz, Klimeline and others of the necessity of treated base being placed in this area. After review of the plans and discussion with Hub and Gil, it is my decision that we would not want CTB to be placed over the old highway since it would be of variable thickness from 0 to over one foot and would have to be placed under traffic. Unger was advised that we would pay for this as ATB or AC. Alsbury suggested to Heintz that possibly allowing the contractor to use 1½"-0 ATB should produce some reduction in price over the AC price. After conferring with Page, Unger replied that Page was unwilling to do the work for less than $17.00 per ton. On November 15, I met Unger and Alsbury on the job and told them to go ahead and place the material and we would pay for it as asphaltic concrete.

On November 16, Gary Kennon called indicating Page was unhappy with the letter Alsbury had written indicating the material was to be paid for under the bid item for asphaltic concrete and that Page was going to shut the plant down and take his case to Salem. He also indicated before Page would start up his plant again that he wanted a letter from us directing him to proceed. I then called Hub Unger, told him I thought we had an agreement whereby we would pay for the work in the intersection at the bid price for asphaltic concrete. He replied that Page was not willing to accept that price and referred to the last paragraph of his letter of November 14 concerning additional compensation. I told Hub that I felt they should run Friday and Saturday to take advantage of good weather and we would get a letter over to him the 16th if it would make it possible for the plant to run Friday and Saturday. He indicated that, "No, they had planned to shut down Friday anyway since Rinker was not going to be there". I told him that shutting the plant down during favorable paving weather was not consistent with the Price Agreement for allowing the use of the dryer drum mix system on this project. I also told him that the letter we would write would merely say to proceed with the work according to plans and specifications, payment would be made in accordance with Alsbury's letter of November 16.

I then called Gary Kennon and advised him to prepare such a letter.

ACH/bd
att
cc: C. T. Keasey
A. E. Johnson
T. G. Alsbury

RECEIVED
NOV 21 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION
Clackamas, Oregon
November 17, 1972

Subject: Surfacing
Eagle Creek - Estacada Sect.
Clackamas Highway
Contract No. 7554

R.A. Haintz Const. Co.
P.O. Box 11005
Portland, Oregon 97211

Attention: Hub Unger,

Gentlemen,

This is to confirm your conversation with A.C. Harwood on November 16, 1972.

You are hereby directed to proceed with the surfacing of this project as shown on the plans. Payment will be in accordance with my letter of November 16, 1972.

Sincerely,

T.G. Alsbury

T.G. Alsbury
Resident Engineer

cc: A.C. Harwood
J.D. Rinker

REGION 1
☐ RE ☐ RME ☑ RCE ☐ OE
NOV 20 1972
☐ TE ☐ UE ☐ DES ☐ SEC

OREGON STATE
HIGHWAY DIVISION
P.O. Box 384
Clackamas, Oregon 97015
November 16,1972

Subject: Surfacing from Sta. 1254+94
to End of Project
Eagle Creek-Estacada Section
Clackamas Highway
Contract No. 7554

R.A. Heintz Construction Co.
P.O. Box 11005
Portland, Oregon 97211

Attention: Hub Unger

Gentlemen:

All asphaltic concrete mixture used in overlaying the existing bituminous surfacing from Sta. 1254+94 to the end of project will be paid for at unit bid prices for Class "B" Asphalt Cement Mixture and Asphalt Cement in Mixture. This will constitute the full and complete payment.

Any use of Treated Base aggregates in lieu of "AC" aggregates shall not be a cause for claims against the State.

All Asphaltic Concrete Mixture used in areas where the typical section on the plans calls for Plant Mix Treated Base, will be paid for at unit bid prices for Treated Base Mixture and Cement in Treated Base Mixture.

The work will be performed in accordance with Sections 401.42, 401.44, and 401.46 of the Standard Specifications .

Sincerely,

T. G. Alsbury

T.G. Alsbury
Resident Engineer

cc: A.C. Harwood
J.D. Rinker

REGION 1
☐ RE ☐ RME ☑ RCE ☐ OE
NOV 20 1972
☐ TE ☐ UE ☐ DES ☐ SEC

R. A. HEINTZ CONSTRUCTION CO.

Highway and General Contractors

Equal Opportunity Employer

PHONE: 285-9886

2035 N. E. COLUMBIA BLVD.
P.O. BOX 11005
PORTLAND, OREGON 97211

November 14, 1972

Oregon State Highway Department
P O Box 384
Clackamas, Oregon 97015

Ref: Eagle Creek-Estacada Project
Contract No. 7554
Paving

Att: Mr. T. G. Alsbury
Resident Engineer

Gentlemen:

We wish to take exception to the proposed method of payment for the asphaltic concrete on the South connection of the subject contract. We also contend that the work as indicated by the staking on the ground this morning, is a change in the character of the work and that we are entitled to more money for the quantity of material to go into this area.

We have been advised that the payment for the asphaltic concrete will be broken to allow only that material going into the wearing surface to be paved as asphaltic concrete, and the remainder as treated base and cement. Since there was no direction prior to the staking indicating that CTB would be required under the area showing on the plans as only an overlay, the CTB plant was removed from the job. On this basis, we are requesting payment for asphaltic concrete and asphalt for all material going into the connection.

The plans indicate a minimum of two inch overlay to go into the area from Station 1254+94 to the end of the job. A quick reconnaissance of the grades, as painted on the pavement, indicates maximum fills of slightly over one foot to the bottom of the two inch wearing course. As the fill required to the bottom of the wearing course is quite variable in thickness, the time required to pave is greatly increased. Also the quantity of material to be placed under traffic is increased several times.

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PORTLAND, OREGON 97211

For the above reasons we ask your consideration for additional compensation as provided for in Section 109.04 of the Standard Specifications.

Very truly yours,

R. A. HEINTZ CONSTRUCTION CO.

Hub Unger

HUB UNGER
Construction Manager
HU:mt
cc: N.Kobin
T. Wernette
Page Paving
Klineline S&G Co
✓Al Harwood-OSHD

5

RECEIVED
NOV 10 1972

FORM 5-30 (REV. 10-60)
FOR FILING

7554

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

November 9, 1972
Salem, Oregon

SUBJECT: Dryer Drum Mix Testing
Eagle Creek-Estacada Section
Clackamas Highway

To: Memo to the Files

See: Coast Fed Aid Sec.

A meeting was held at 9 A.M., Tuesday, November 7, in Room 120 of the State Highway Building to discuss the results to date of the testing and results of that testing on the dryer drum mixing process being used for production of asphaltic concrete mixture on the Eagle Creek-Estacada Section of the Clackamas Highway. A list of those present is attached.

The discussion opened with an introduction by Mr. E. S. Hunter, Assistant State Highway Engineer. Discussion of compaction results followed and it is apparent that the final compaction being achieved so far on the project is marginal. The compaction tests have indicated only borderline compliance with the 92 percent of laboratory densities and it was agreed that additional rolling equipment was necessary to achieve the desired compaction. Discussion of compaction involved also discussion of laydown temperatures, temperatures at the outlet of the dryer drum, moisture content, paving equipment and rolling equipment. Also a review of the limited number of time/temperature compaction curves indicates that the time factor is not controlled from any single starting time. This should be corrected if possible on the existing tests so that the starting time for the surve is at the laydown immediately behind the paver. All future such plotting should be recorded and plotted in this manner.

The stack emissions from this plant were also discussed especially in regard to production volumes and output temperatures. In this regard, the Columbia Willamette Air Pollution Authority is currently scheduled to conduct emission tests on Friday, November 10. These will be monitored by the Department of Environmental Quality and our own people.

Further discussion of the dryer drum mixer process pointed out that to date, at least, the final product appears to be satisfactory for use and the asphalt tests on reclaimed asphalt appear to be in line with tests run on other plants; that is the retained strength of the asphalt mixture appears to compare with normal hot plant pugmill type operation, the recovered asphalt indicates a higher penetration which is an indication that this process may have less detrimental effect to the asphalt than a conventional plant. From all indications so far, it appears that this process will probably be allowed on future projects. From the accumulated data, it appears that effective rolling can be accomplished with this mixture containing approximately 2 percent moisture and with laydown temperatures behind the paving machine in the neighborhood of 180 degrees. The data also indicates that rolling at temperatures lower than 130 degrees do not increase the densities.

It was agreed that a series of tests with varied rolling equipment and rolling patterns would be tried. These tests are outlined as follows:

1. On Folsom Road, the full 4-inch depth of AC material is to be laid in one lift using a vibratory roller for compaction.
2. An additional steel wheel tandem roller is to be added to the finish rolling on the main line paving to obtain better compaction and better finishing.
3. On the wide panel operation, the vibratory roller is to be tried as an intermediate roller to determine the effect on compaction.
4. Obtain and use, if possible, a high frequency vibratory roller.

The basic concept for the dryer drum mixer involve operating the temperatures near the boiling point of water. Considerable testing on this project has occurred at laydown temperatures in the vicinity of 180 degrees. This involved plant operating temperatures in excess of boiling point. In order to determine what results can be achieved at lower temperatures, it was decided to make runs at specified laydown temperatures of 160 degrees, 170 degrees and 180 degrees. This temperature is the mixed temperature on the grade immediately behind the screed. The production rate will be controlled at 380 degrees and the asphalt will be 120-150 penetration.

In addition to the tests on compaction outlined above, there are also several other tests using different asphalts and different aggregates which have not yet been conducted. These tests are still to be conducted using the standard control of a production rate of 380 tons per hour, a plant temperature of 220 degrees to 230 degrees, a laydown temperature of 180 degrees. During the aggregate tests, the asphalt to be used shall be the Douglas 120-150 penetration.

Attached is a copy of the data accumulated to date for your information.

E. S. Hunter

E. S. Hunter
Assistant State Highway Engineer

Attachment
cc: Mr. Mike Huddleston w/attachment
Asphalt Pavement Association of Oregon
P. O. Box 2228
Salem, Oregon 97308

Mr. Hub Unger w/attachment
R. A. Heintz Construction Company
P. O. Box 11005
Portland, Oregon 97211

Mr. Emerson Page w/attachment
Page Paving Company
P. O. Box 2206
Salem, Oregon 97308

Mr. Art Wood, Page Paving Company
Mr. Glen Morrison, Page Paving Company
Mr. Jim Rinker, Page Paving Company

Mr. Jerry Guthrie w/attachment
Guthrie Machinery Company
P. O. Box 13157
Portland, Oregon 97213

Mr. R. L. Terrel w/attachment
Pavement Systems, Inc.
3325 Seafirst Building
Seattle, Washington 98154

F. B. Klaboe
A. E. Johnson
C. T. Keasey
L. W. Rulien
C. G. Swenson
J. E. Wilson
A. C. Harwood
Gary Kennen
William Ivie

Following people were in attendance at the November 7, 1972 meeting regarding Dryer Drum Mix Testing, Eagle Creek-Estacada Section, Clackamas Highway.

J. D. Rinker, Page Paving Company
Mike Huddleston, Asphalt Pavement Association of Oregon
Hub Unger, R. A. Heintz Construction Company
Art Woods, Page Paving Company
Glen E. Morrison, Page Paving Company
Jerry Guthrie, Guthrie Machinery Company
Jim Rinker, Page Paving Company
Emerson B. Page, Page Paving Company
R. L. Terrel, Pavement Systems, Inc.
E. S. Hunter, Assistant Highway Engineer, OSHD
A. E. Johnson, Assistant Highway Engineer, OSHD
C. T. Keasey, Construction Engineer, OSHD
L. W. Rulien, Region Engineer, OSHD
A. C. Harwood, Region Construction Engineer, OSHD
C. G. Swenson, Specifications Engineer, OSHD
Gary Kennen, Assistant Resident Engineer, OSHD
J. E. Wilson, Assistant Engineer of Materials, OSHD
William Ivie, Plant Inspector, OSHD

Keasey

1- Min. Compaction - Borderline
  a- Not enough rollers.
  b- Same results regardless of temp.
  c- Can roll down to 120° and get compaction
  d- 20-25 min. to roll. Ambient 50°

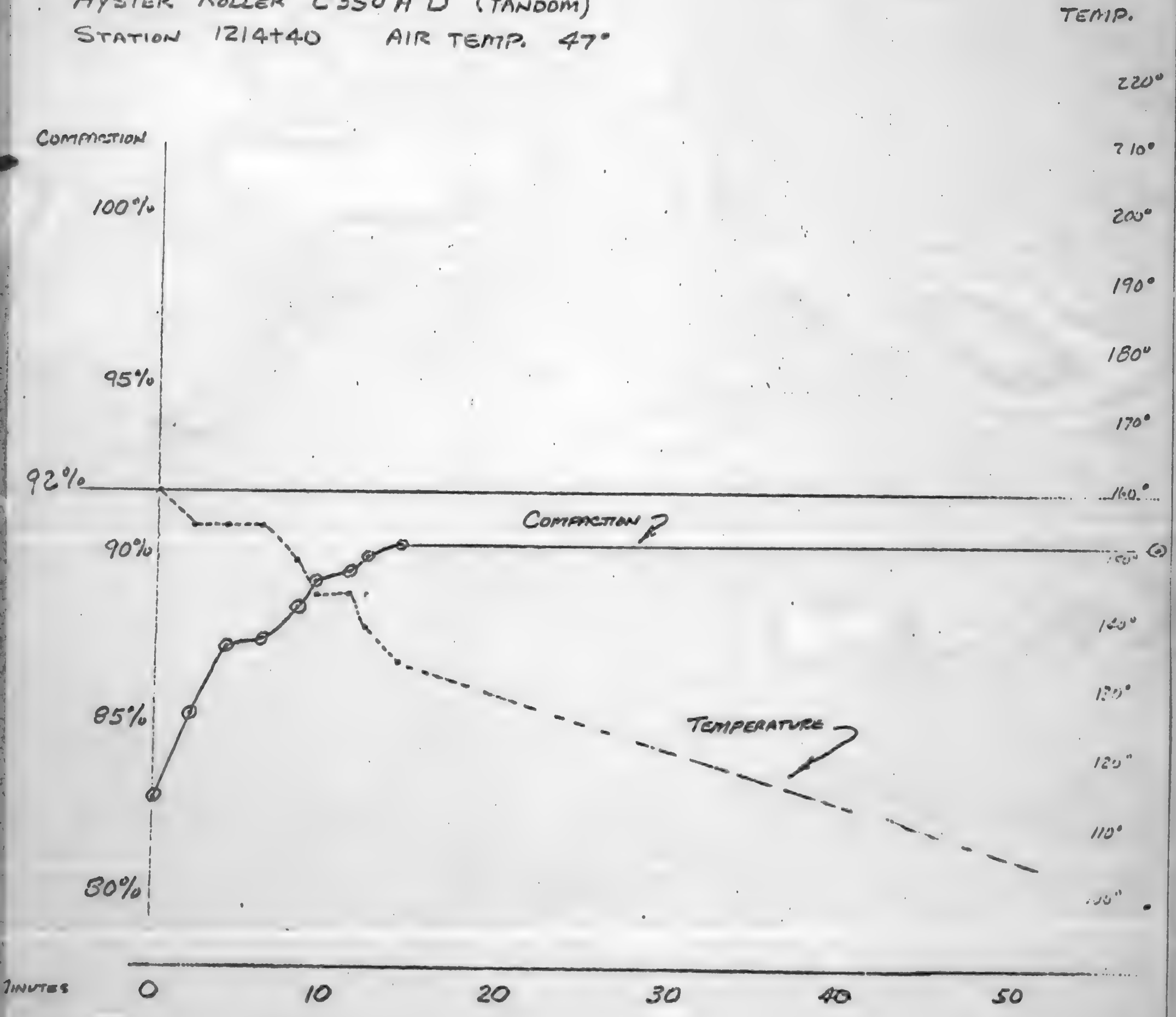
1- Try thick lift w/ vibratory (Folsom Rd.)
2- Add a static.
3- try vib. as intermediate on width panel. → Low freq Rayco.
4- Get at High freq. Vib. and try.

5- Grade Asph. 120-150 pen. ✓ Std.
6- Temp. @ plant 230° — 220° Not a Control Arrive at min temp. from drum.
7- Temp @ street 160° - 170° 180° control Arrive at min temp. on street.
8- Production rate 380 Ton/hr. Std. Control
9- Analyze stack emissions Air Pollution Auth

Retain time in drum - slope - Terrell to accumulate from other jobs.

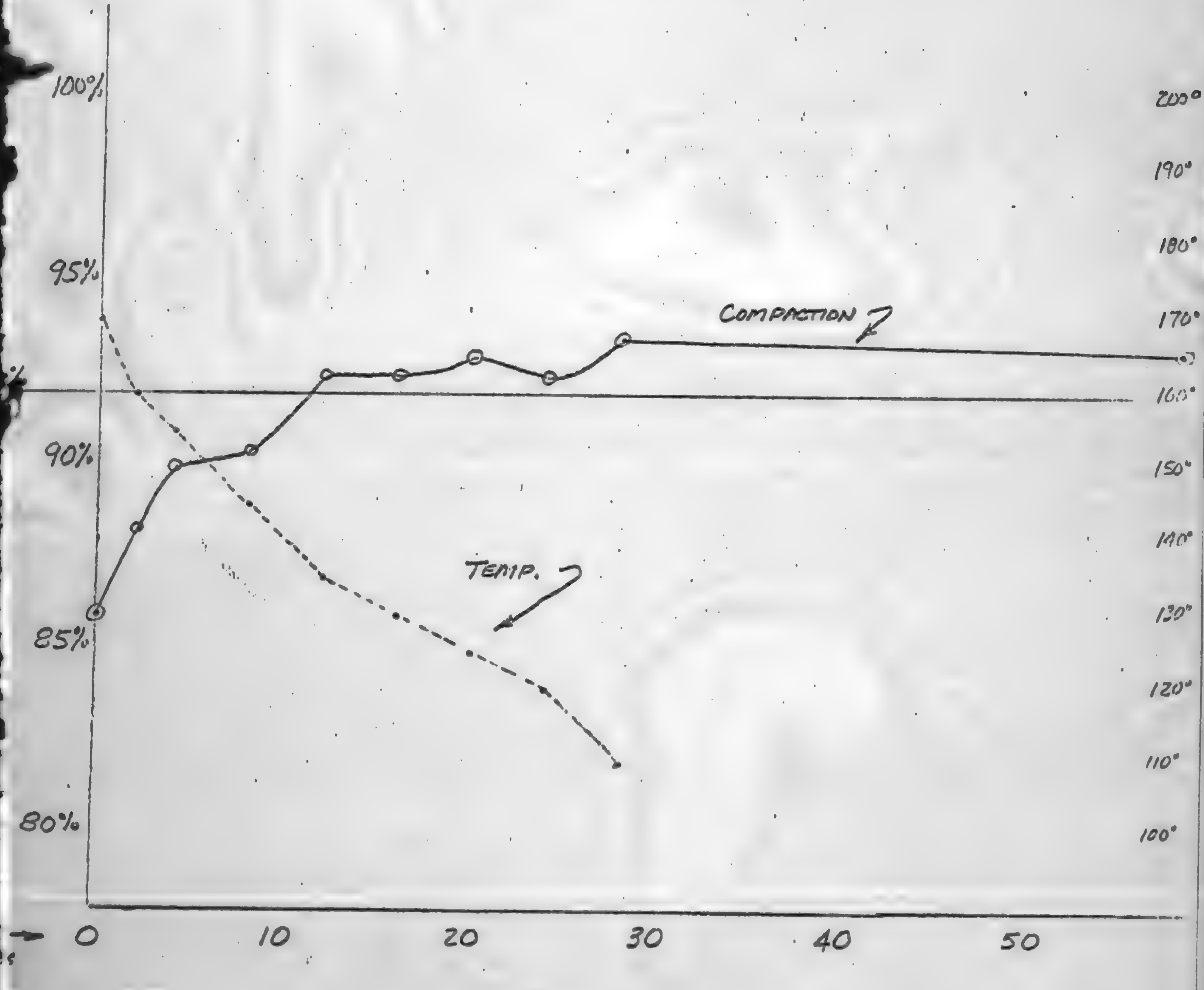
EAGLE CR ESTACADA
A.C MIX

COMPACTION TEST No. 1 (DRUM MIX A.C.)
10-20-72 CONTRACT 7554
HYSTER ROLLER C350 A D (TANDOM)
STATION 1214+40 AIR TEMP. 47°



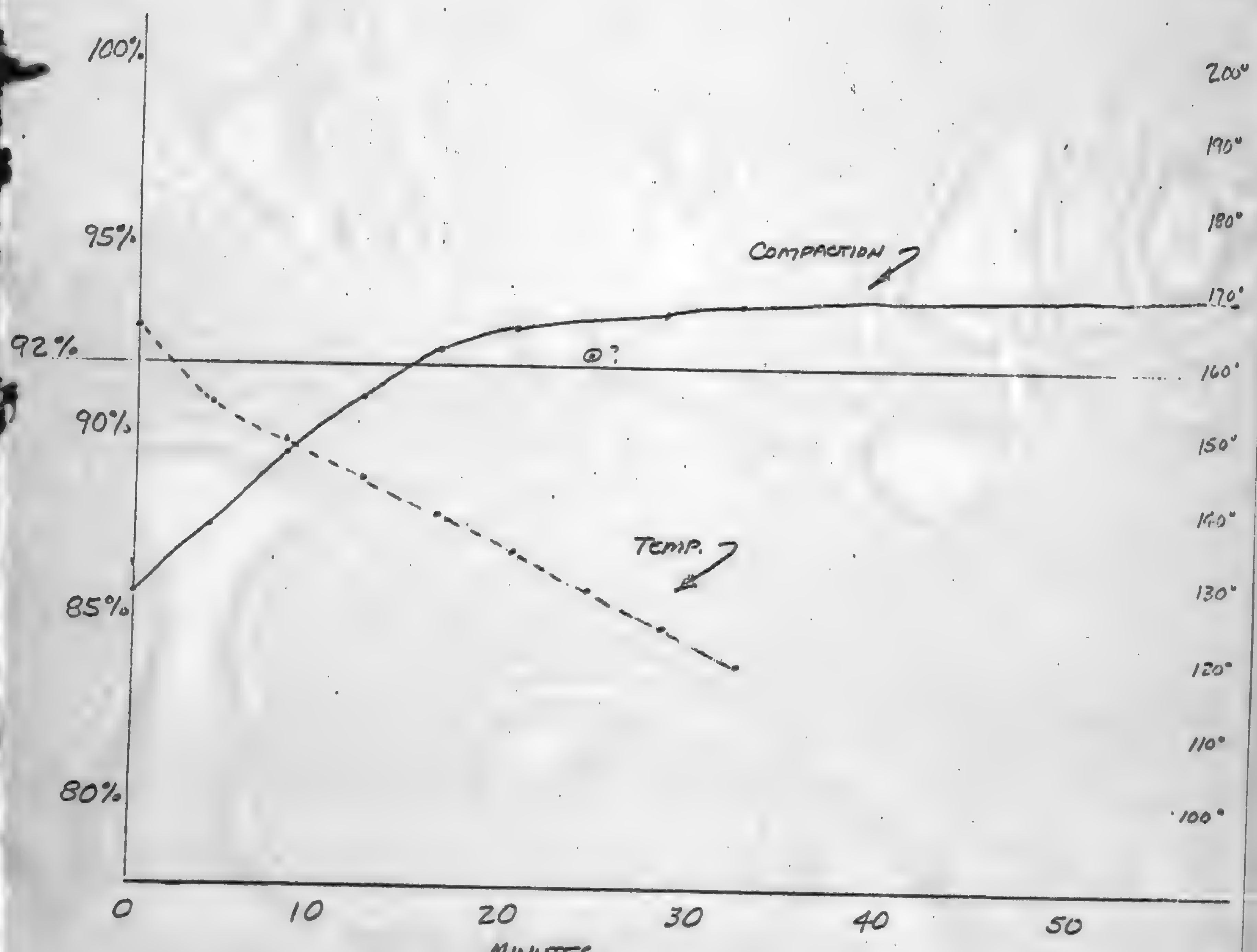
EAGLE CR-ESTACADA
A C MIX

COMPACTION TEST NO. 7 (DRUM MIX A.C.)
10-20-72 CONTRACT 1554
HYSTER ROLLER C 350 AD. (TANDEM)
TATION 1212+65 TEMP. MIX IN TRUCK 205°
" " BEHIND SCREED 190°



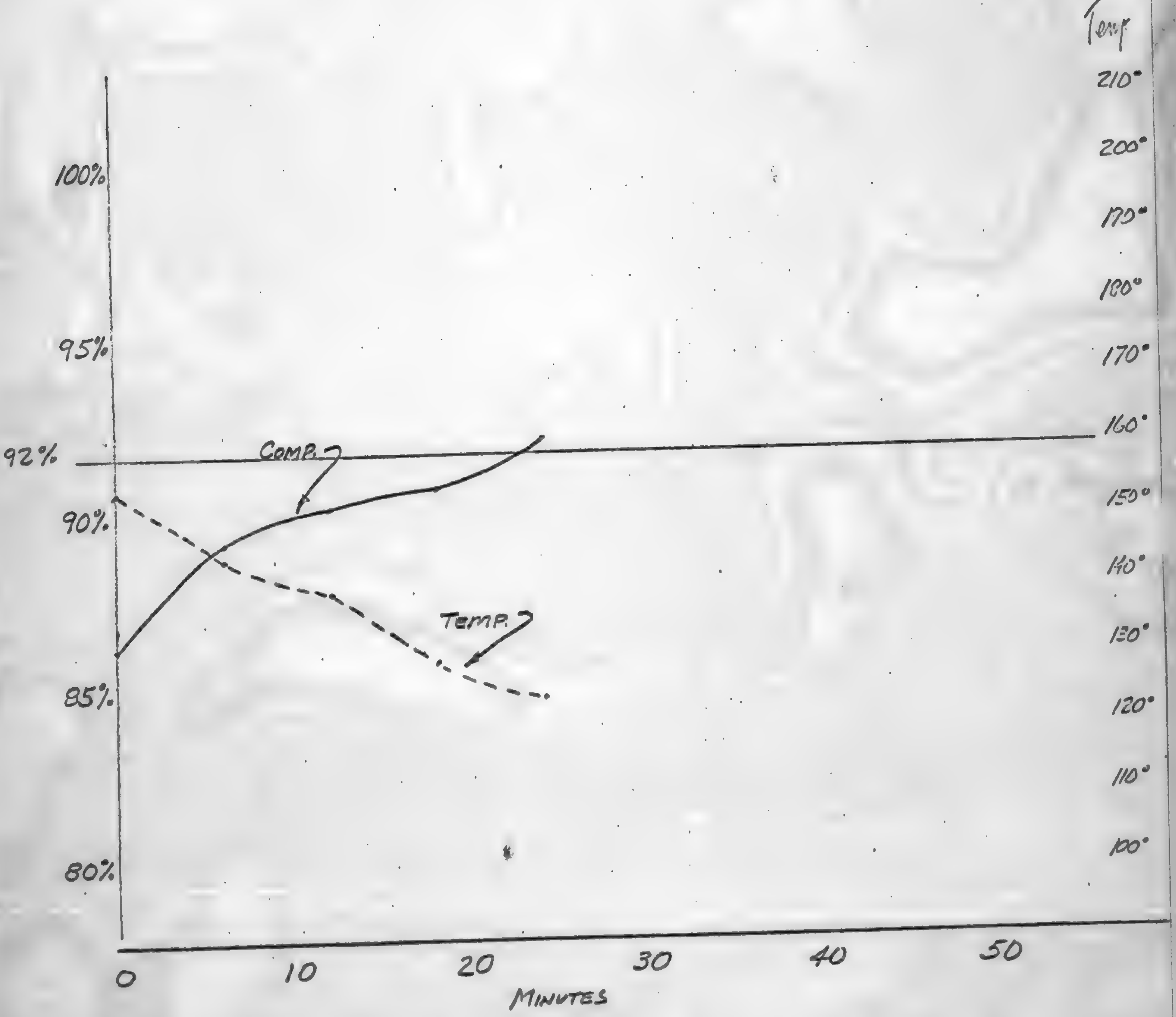
EAGLE CR - ESTACADA
AC MIX

COMPACTION TEST NO. [illegible] (DRUM MIX A.C.)
10-20-72 CONTRACT 7554
HYSTER ROLLER C 350 AD TANDOM
AIR TEMP. 52° TEMP. MIX IN TRUCK 190°
" " SCREED 185°



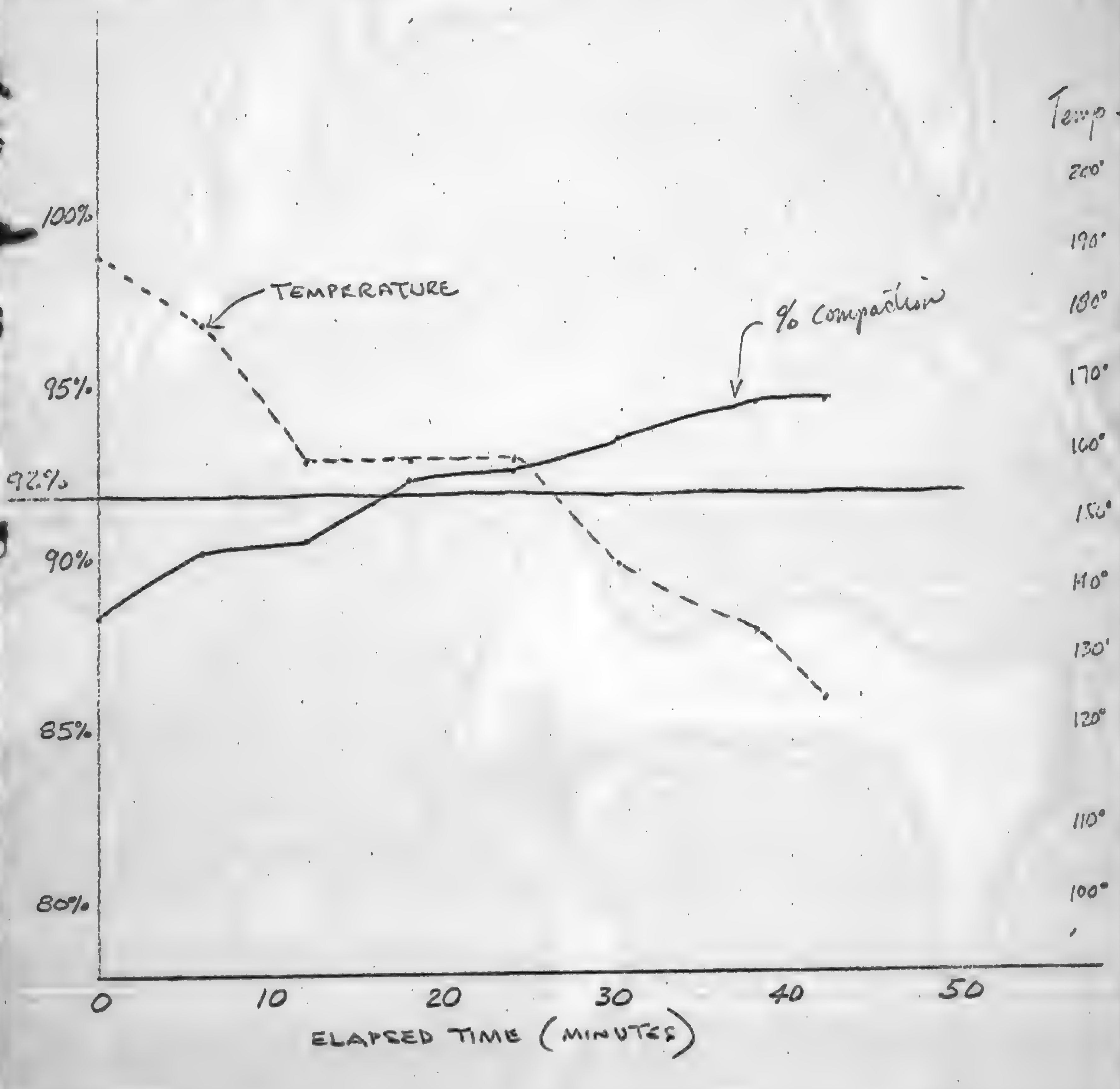
EAGLE CR. - ESTACADA
AC MIX

COMPACTION TEST #4



EAGLE CR — ESTACADA
AC MIX

OMPACTION TEST NO 5' (HYSTER ROLLER)



DATE	STA–STA	C ES FIELD	 LAB	NUCL AR
-18-72	BASE 1210 –1254 RT.			(87.5), (90.9), (87.5), 92.3, (90.7), 91.3, (91.0), (90.4), (90.2), AVERAGE = ~~90.2~~ corrected = 91.7
	968+00 LT. (4 Tests)	93.1	93.7	
-19-72	BASE 1218+50–1254 LT.			91.8 89.0 ~~90.3~~, ~~87.2~~, 92.0, 90.6, 92.0, 91.0, 91.0, 92.3 92.1, 90.3, 90.1 91.8 = AVERAGE
-20-72	BASE 1179 – 1210+75 LT.			89.7 88.3 93.4 92.4 AV = 91.0
-23-72	BASE 1162 — 1195 RT.			90.7 93.0 93.4 91.7 92.7 91.1 90.9 89.8 89.7 92.0 AV. = 91.5
-24-72	BASE 1075+50 — 1106+25 RT.			Experimental rolling pattern with Only Go = not in average (84.6 86.6 88.6 88.7 89.1 90.4 90.4) 92.1 88.2 94.3 94.1 95.2 95.0 87.8 92.2 93.7 90.4 93.8 AV = 92.4
-25-72	BASE 1065+85 – 1087+50 LT.			94.7 95.7 93.4 94.4 (92.5 90.9 91.7 91.1 92.1) 94.4 92.8 AV. = 93.1 Galion roller required at request of contractor AV = 91.1
-?1-72	RT. LT. 1098+25 – 1101+00			87.7 89.1 AV = 88.9
-30-72	1070+75 – 1100+75 LT. 1165 – 1188 RT.			92.7 92.4 95.7 91.4 91.4 92.1 93.4 92.4 91.7 AV. = 92.6 90.8 92.8 92.1 91.7 92.1 93.7 92.4 AV = 92.2

NUCLEAR TESTS

DATE	STA. - STA.	% COMPACTION (85-100 Doug Asph)
10-31-72	1064+90 - 1097 (RT.)	90.4, 92.4, 90.1, 88.4 91.7, 90.7, 88.0, 90.7 92.1, 89.8, 91.7, 94.4 AV. = 90.9
10-31-72	1191 - 1232+50 (RT.)	92.7, 93.1, 92.1, 91.7, 89.6, 87.2 90.7, 94.1, 92.7, 92.7 AV. = 91.7 PLANT RUNNING 500 TONS/HR. AV. = 89.5
11-1-72	1211 - 1247	94.8, 94.1, 89.3, 91.7, 92.7 93.4, 90.1, 90.8, 92.1 [illegible] 94.4, 88.7 AV. = 92.0

LAYDOWN TEMP = 200°F
[illegible] SCREED

153.5
151.0

DAILY OPERATIONS REPORT

DATE 10-16-72		
START UP TIME	10:00 A.M.	P.M.
TOTAL OPERATING TIME	4 HRS.	25 MIN.
TOTAL SHUTDOWN TIME	HRS.	30 MIN.

REASONS FOR SHUTDOWN:

wait for Trucks 15 Min

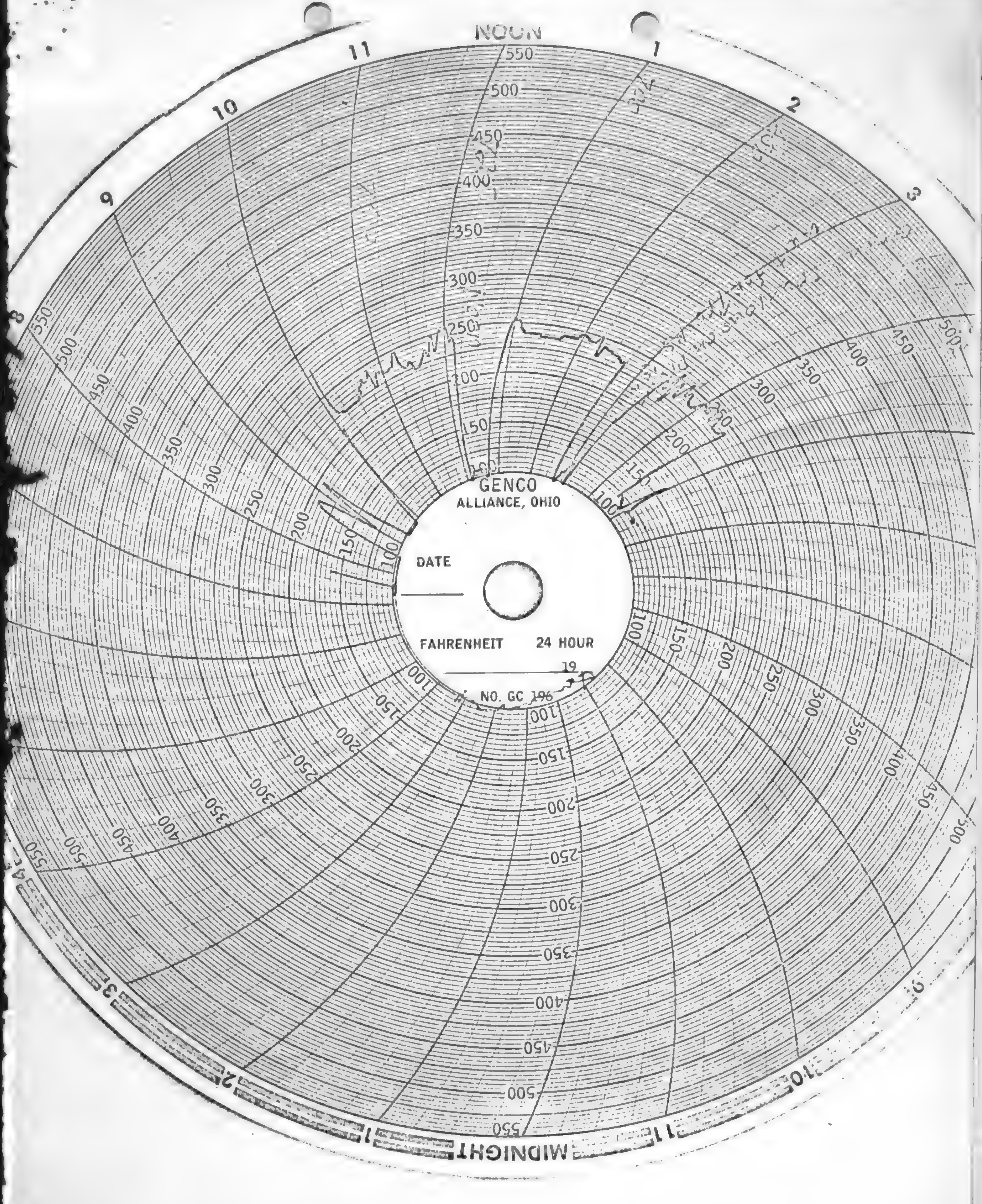
Grind rough plase's on Dryer Trunions 15 Min

JOB NUMBER	TYPE MIX	PRODUCTION TIME	TONS
7754	Base	1449.7	
		286.3	
		1163.4	
	TOTALS		

REMARKS ON DAYS OPERATION

Late start-everything wasn't adjusted right. First day of operation for new plant

Form No. 195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NO. GC 196
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DAILY OPERATIONS REPORT

DATE 10-17-72				
START UP TIME	730	A.M.		P.M.
TOTAL OPERATING TIME	8	HRS.	30	MIN.
TOTAL SHUTDOWN TIME	1	HRS.	10	MIN.

REASONS FOR SHUTDOWN:

wait for trucks

JOB NUMBER	TYPE MIX	PRODUCTION TIME	TONS
77.54	Base	7:15 Min.	1719.2
	TOTALS		

31 .689 REMARKS ON DAYS OPERATION

1449.7

1719.2

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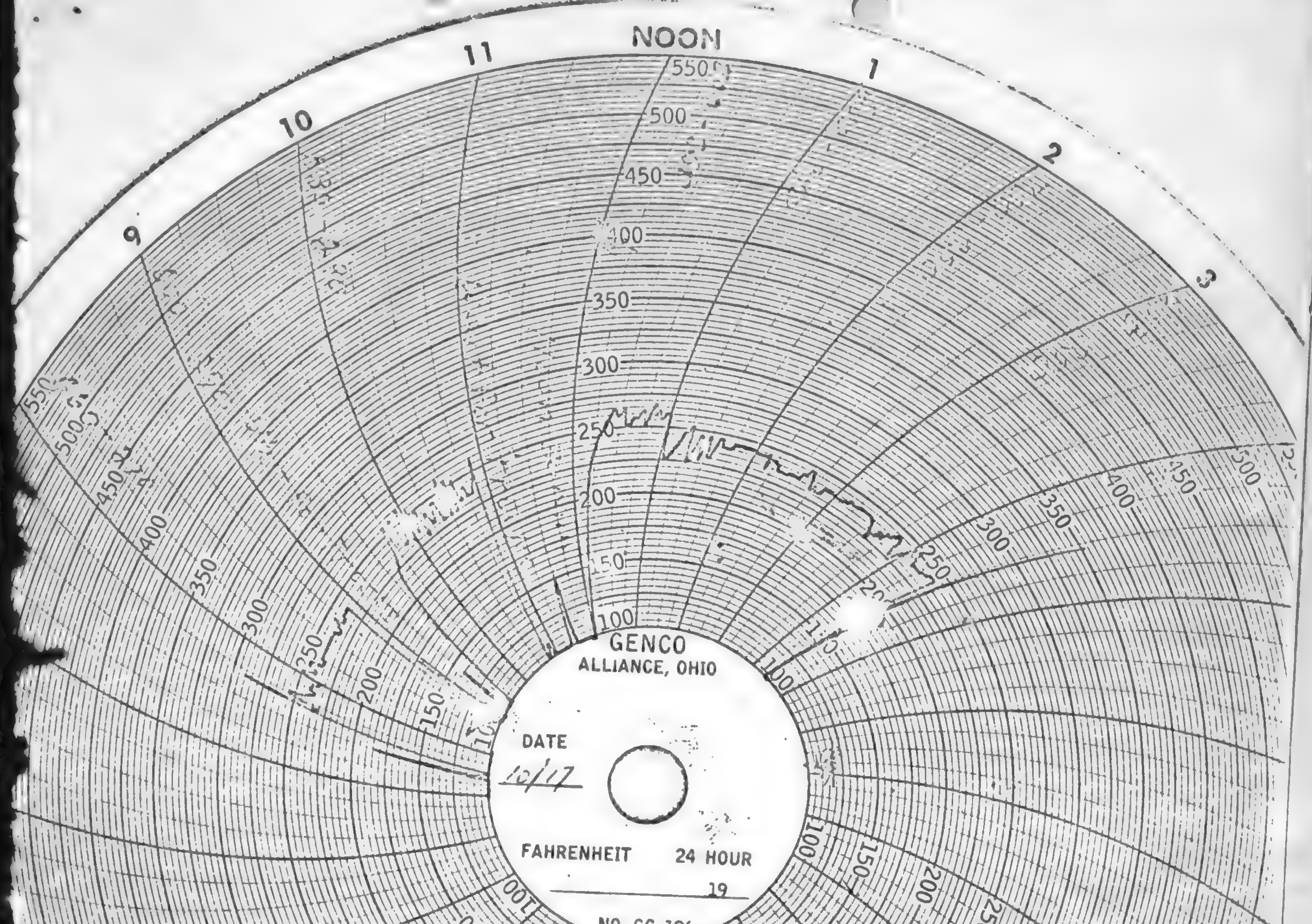

GENCO
ALLIANCE, OHIO

DATE 10/17

FAHRENHEIT 24 HOUR

19

NO. GC 196

DAILY OPERATIONS REPORT

DATE 10-18-72		
START UP TIME	8:00 A.M.	P.M.
TOTAL OPERATING TIME	7 HRS.	30 MIN.
TOTAL SHUTDOWN TIME	HRS.	30 MIN.
REASONS FOR SHUTDOWN: wait for Trucks		

JOB NUMBER	TYPE MIX	PRODUCTION TIME	TONS
7754	Base	7½	2583.4
	TOTALS		

REMARKS ON DAYS OPERATION

5752.3
3168.9
2583.4

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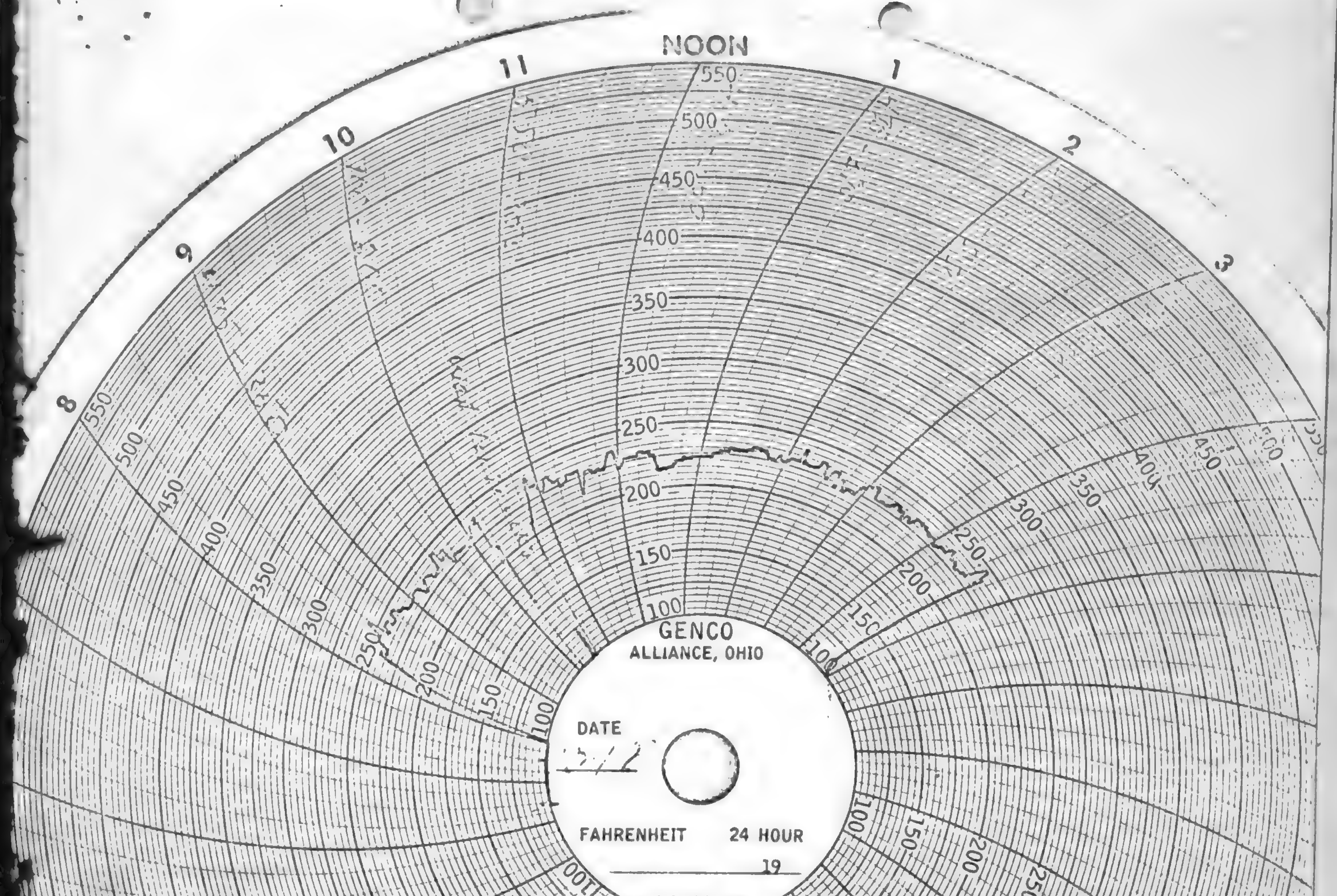
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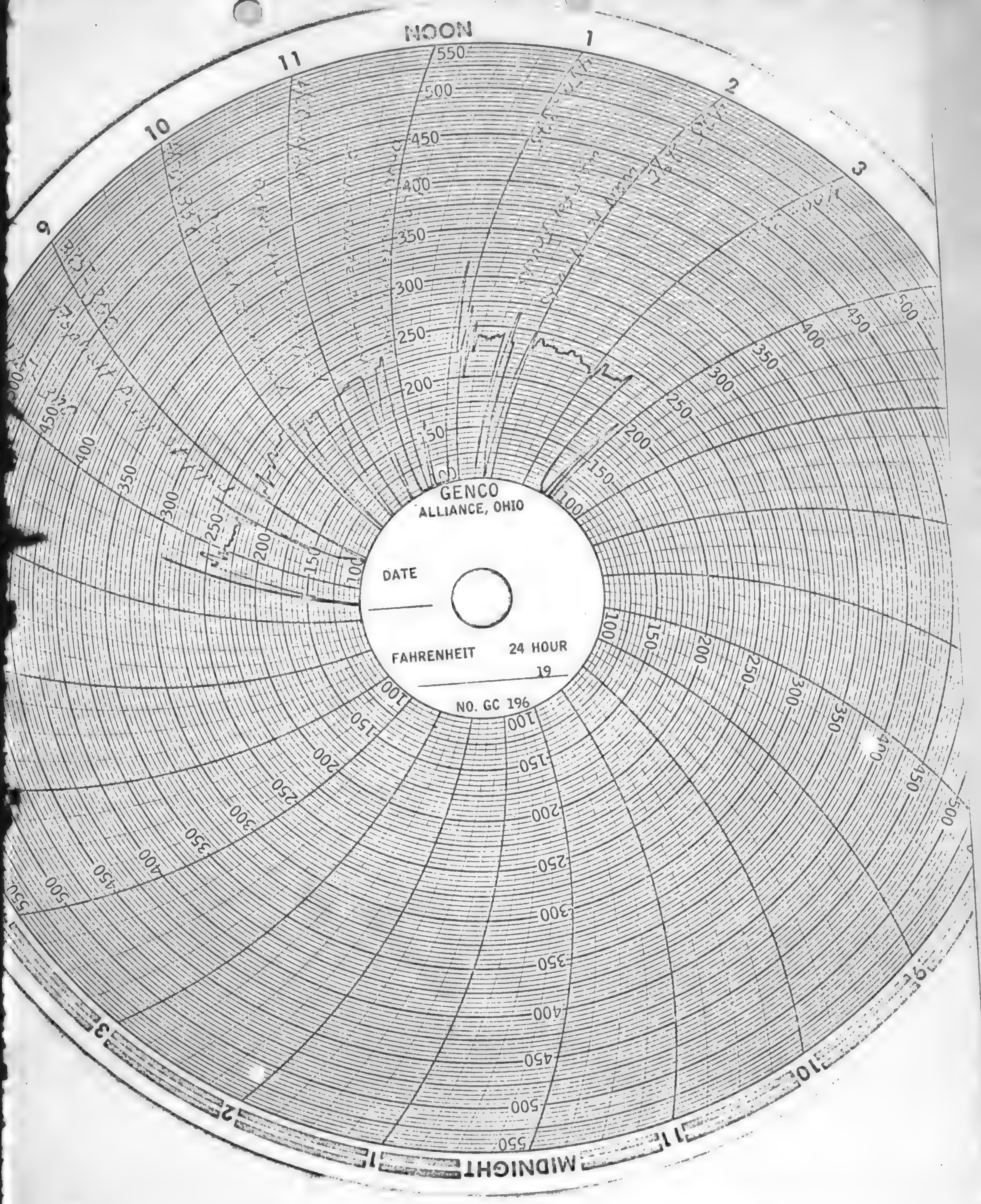
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DAILY OPERATIONS REPORT

DATE 10-20-72	7:30 A.M. P.M.
START UP TIME	
TOTAL OPERATING TIME	6 HRS. 45 MIN.
TOTAL SHUTDOWN TIME	3 HRS. MIN.

REASONS FOR SHUTDOWN:

Drag elevator stopped

Dryer chute plugged

JOB NUMBER	TYPE MIX	PRODUCTION TIME	TONS
7754	Base		1836.0
	TOTALS		

REMARKS ON DAYS OPERATION

9382.7

~~7545~~ 7546.7

1836.0

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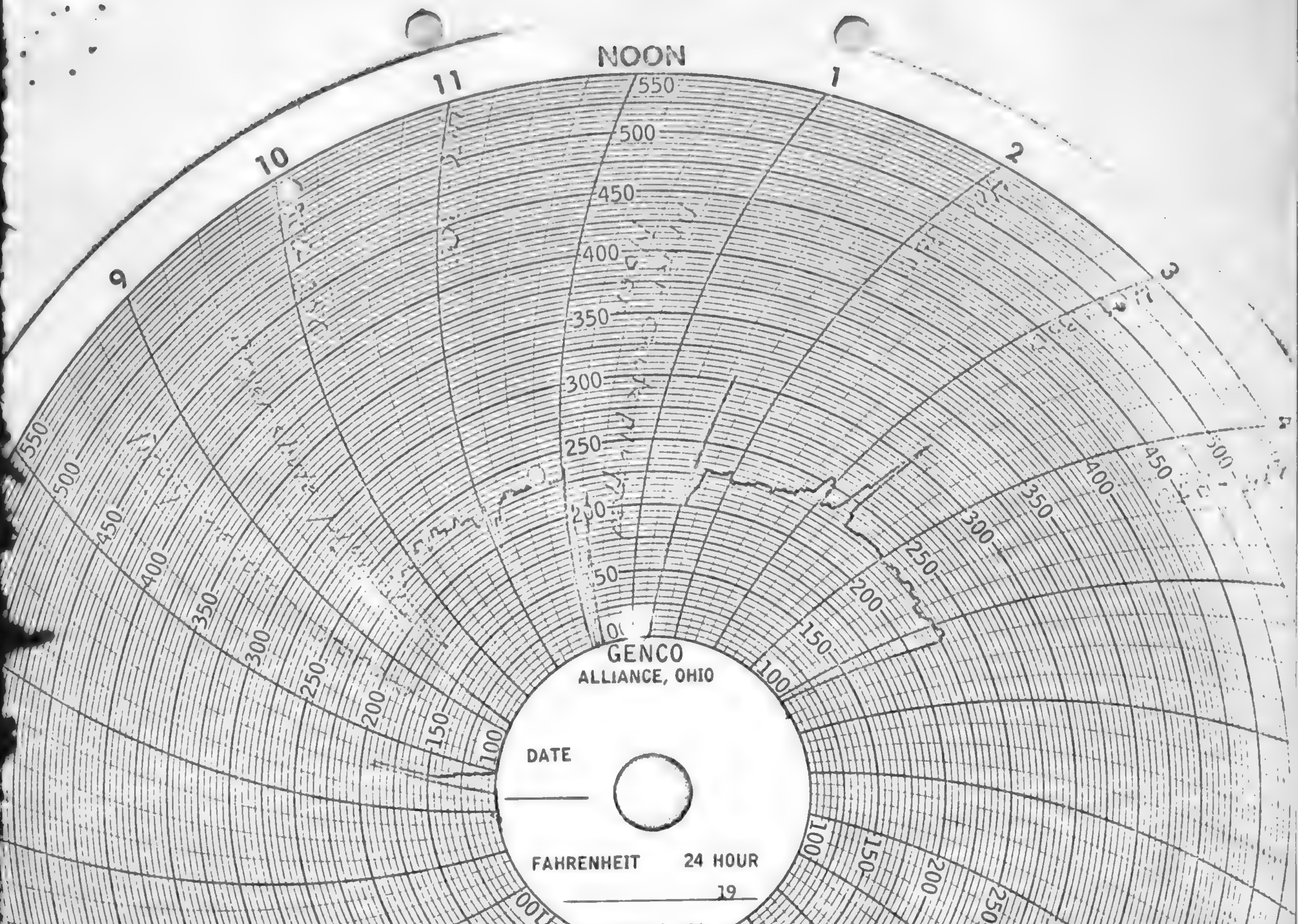
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DAILY OPERATIONS REPORT

DATE 10-23-72		
START UP TIME	745 A.M.	P.M.
TOTAL OPERATING TIME	9 HRS.	10 MIN.
TOTAL SHUTDOWN TIME	1 HRS.	MIN.

REASONS FOR SHUTDOWN:

Asphalt Tank went empty

Paver moved back

JOB NUMBER	TYPE MIX	PRODUCTION TIME	TONS
7754	Base	8 hrs 10 Min	2672.7
	TOTALS		

REMARKS ON DAYS OPERATION

12055.3

9382.7

2672.7

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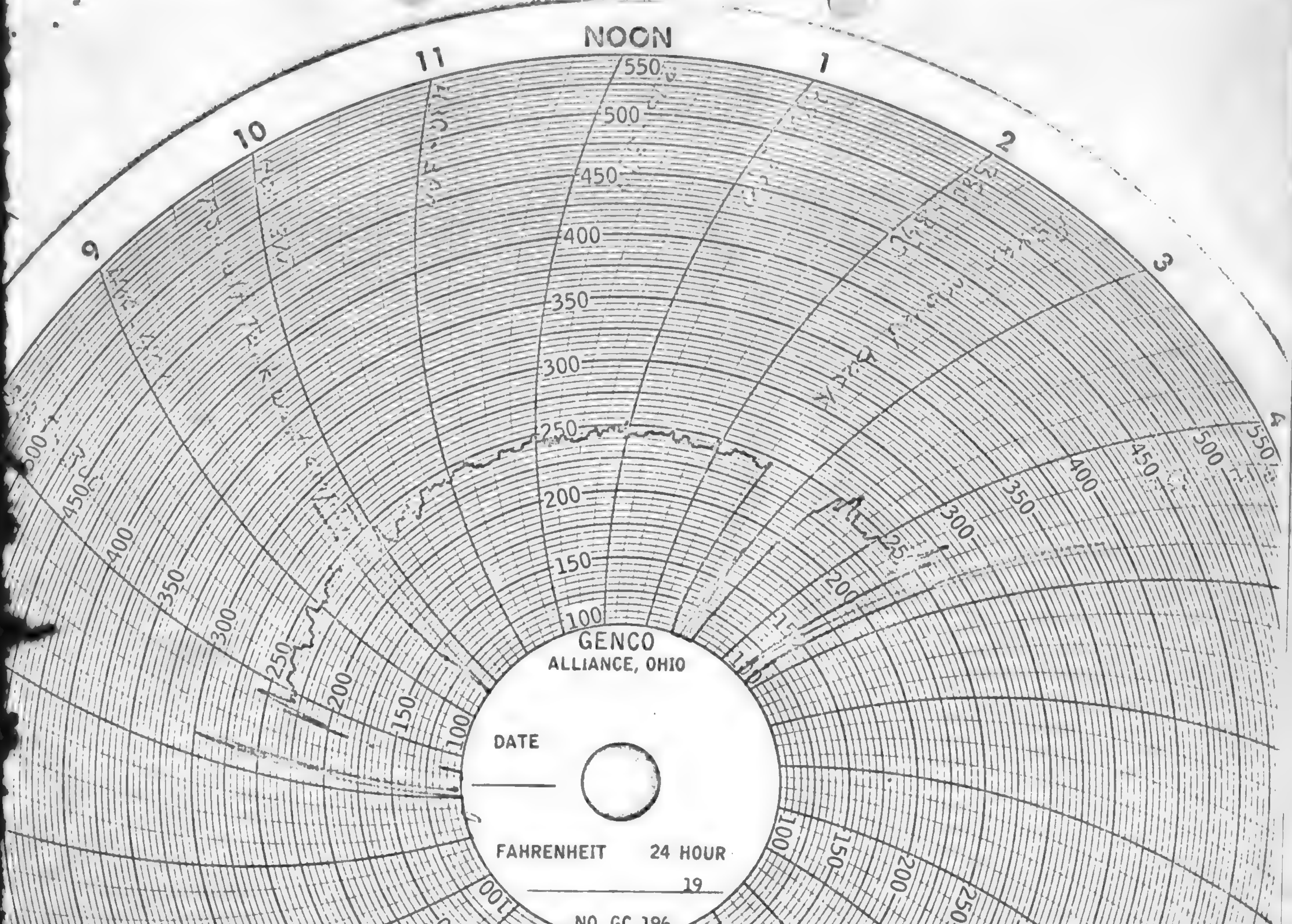
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DAILY OPERATIONS REPORT

DATE 10-24-72	
START UP TIME	8:00 A.M. P.M.
TOTAL OPERATING TIME	6 HRS. MIN.
TOTAL SHUTDOWN TIME	HRS. MIN.
REASONS FOR SHUTDOWN:	
PAVING MACHINE BROKE AUGER	

JOB NUMBER	TYPE MIX	PRODUCTION TIME	TONS
7754	Base		
	TOTALS		

REMARKS ON DAYS OPERATION

13906.5
12055.3

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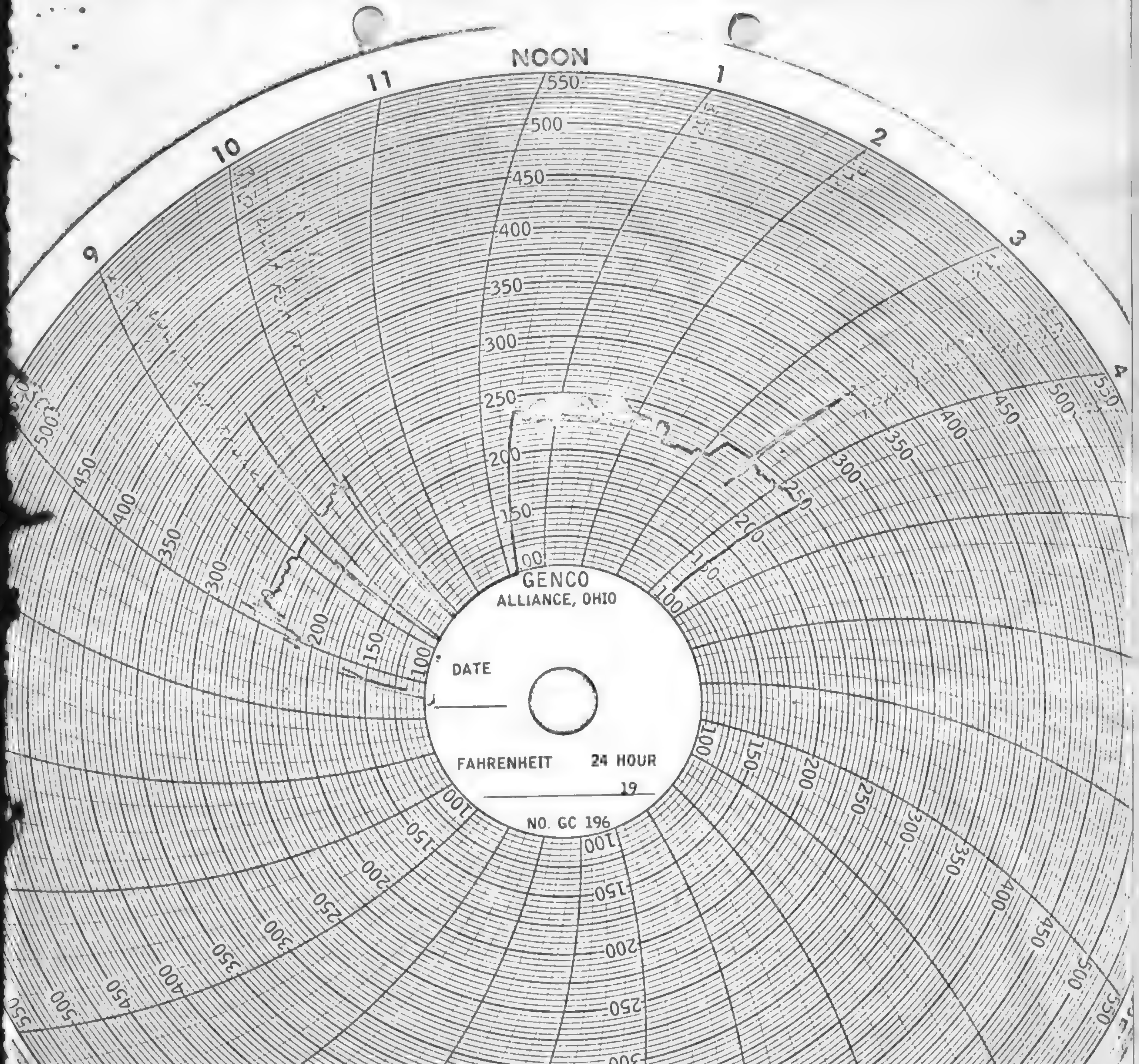
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DAILY OPERATIONS REPORT

DATE 10-25-72				
START UP TIME	7:45	A.M.		P.M.
TOTAL OPERATING TIME	6	HRS.	40	MIN.
TOTAL SHUTDOWN TIME		HRS.		MIN.
REASONS FOR SHUTDOWN:				
PAVER STUCK				
WELD OIL LEAK= DRIER				

JOB NUMBER	TYPE MIX	PRODUCTION TIME	TONS
7754	Base		
	TOTALS		

REMARKS ON DAYS OPERATION

16017.8
13973.5

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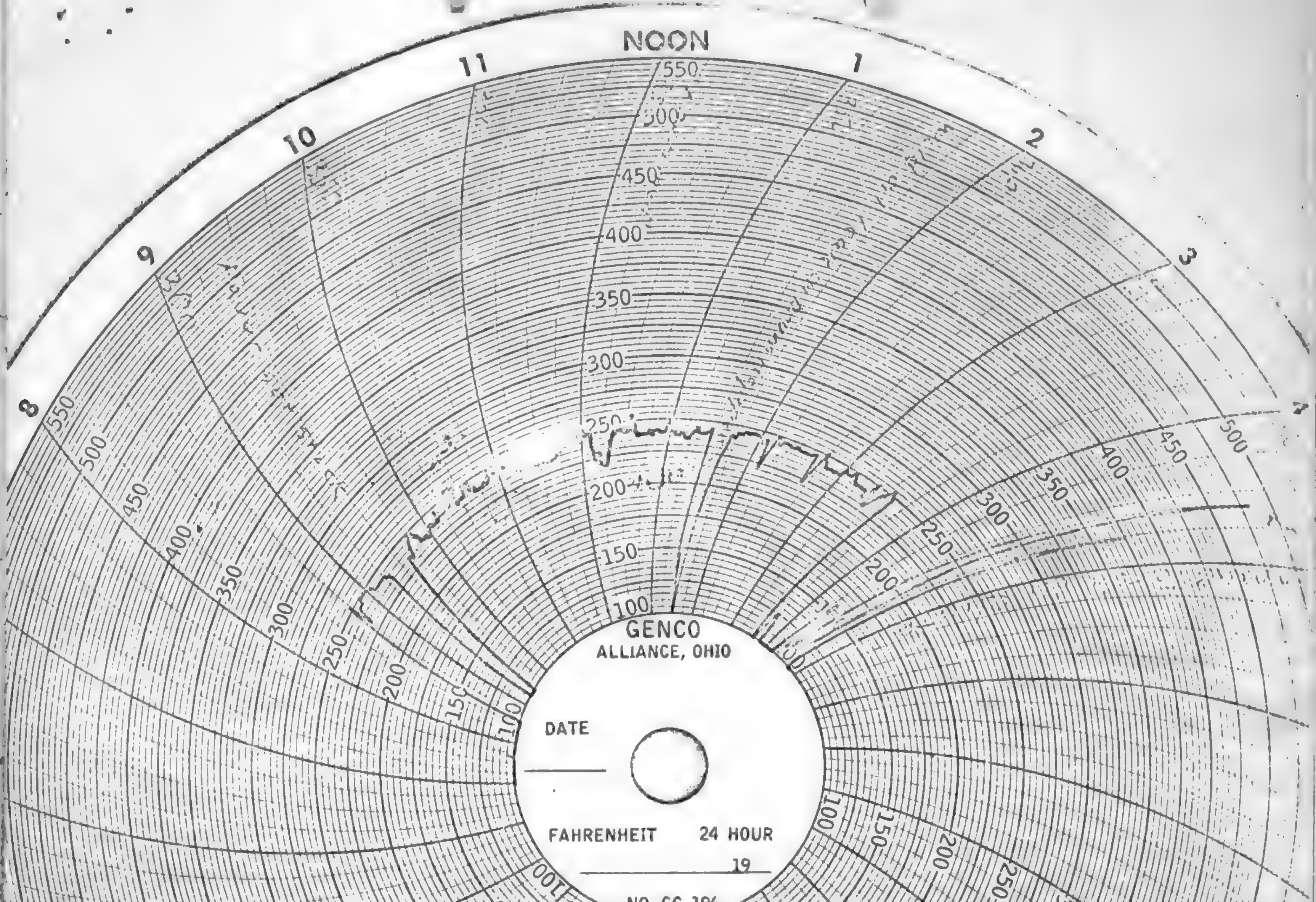
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DAILY OPERATIONS REPORT

DATE 10-26-72	
START UP TIME	730 A.M. P.M.
TOTAL OPERATING TIME	9 HRS. MIN.
TOTAL SHUTDOWN TIME	4 HRS. 30 MIN.
REASONS FOR SHUTDOWN:	
Paving Shoulders	

JOB NUMBER	TYPE MIX	PRODUCTION TIME	TONS
7754	Base	4 hrs 40 min	1194.1
	TOTALS		

REMARKS ON DAYS OPERATION

17211.9
~~[illegible]~~ 16017.8
1194.1

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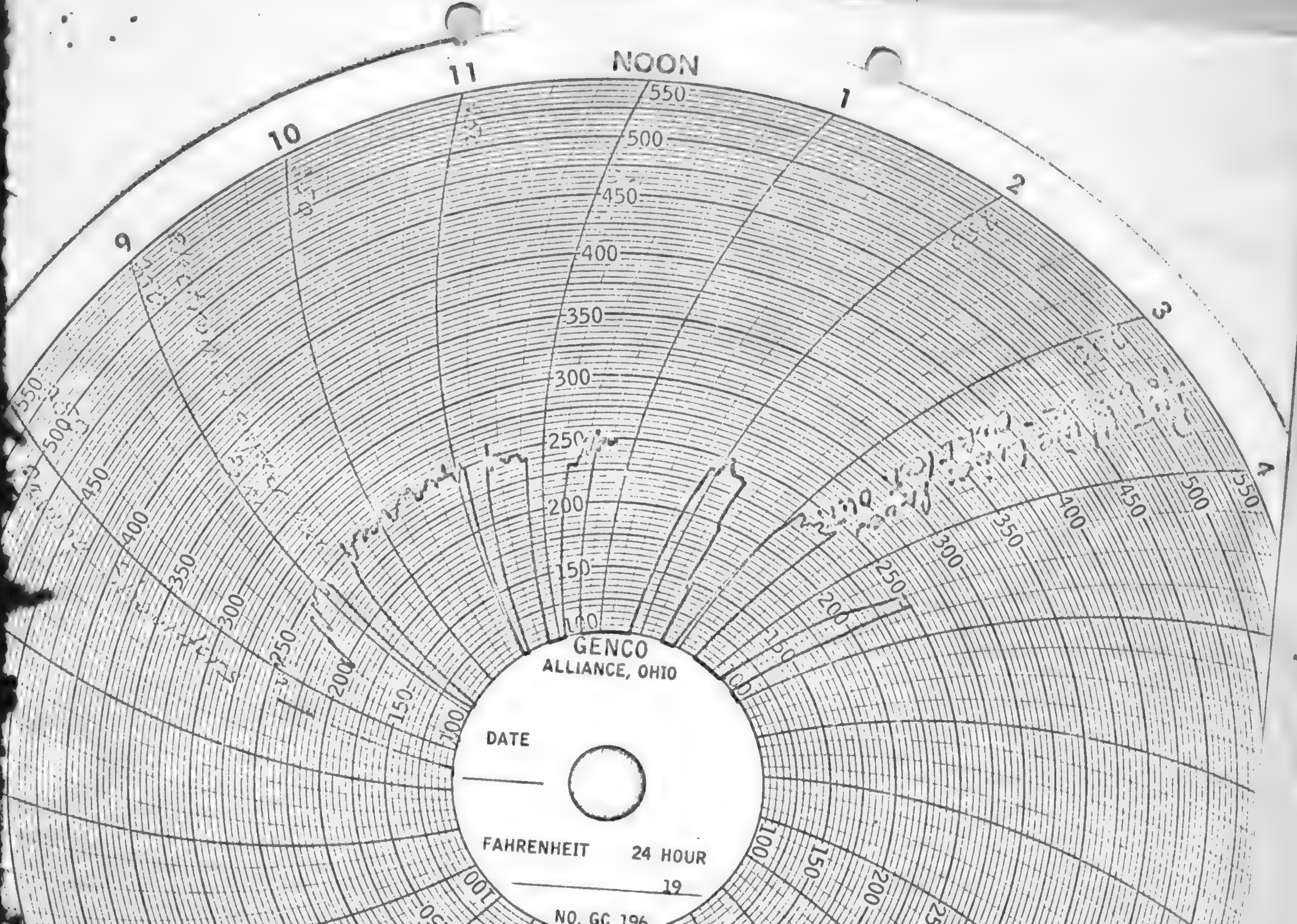

[illegible] Pressure
ALL DAY

DAILY OPERATIONS REPORT

DATE 10-27-72				
START UP TIME	7:30 A.M.			P.M.
TOTAL OPERATING TIME	7	HRS.	45	MIN.
TOTAL SHUTDOWN TIME	4	HRS.	15	MIN.
REASONS FOR SHUTDOWN: Paving Shoulders				

JOB NUMBER	TYPE MIX	PRODUCTION TIME	TONS
7754	Bit Base	3 hrs 30 Min	775.5
	TOTALS		

REMARKS ON DAYS OPERATION

17987.4
17211.9
775.5

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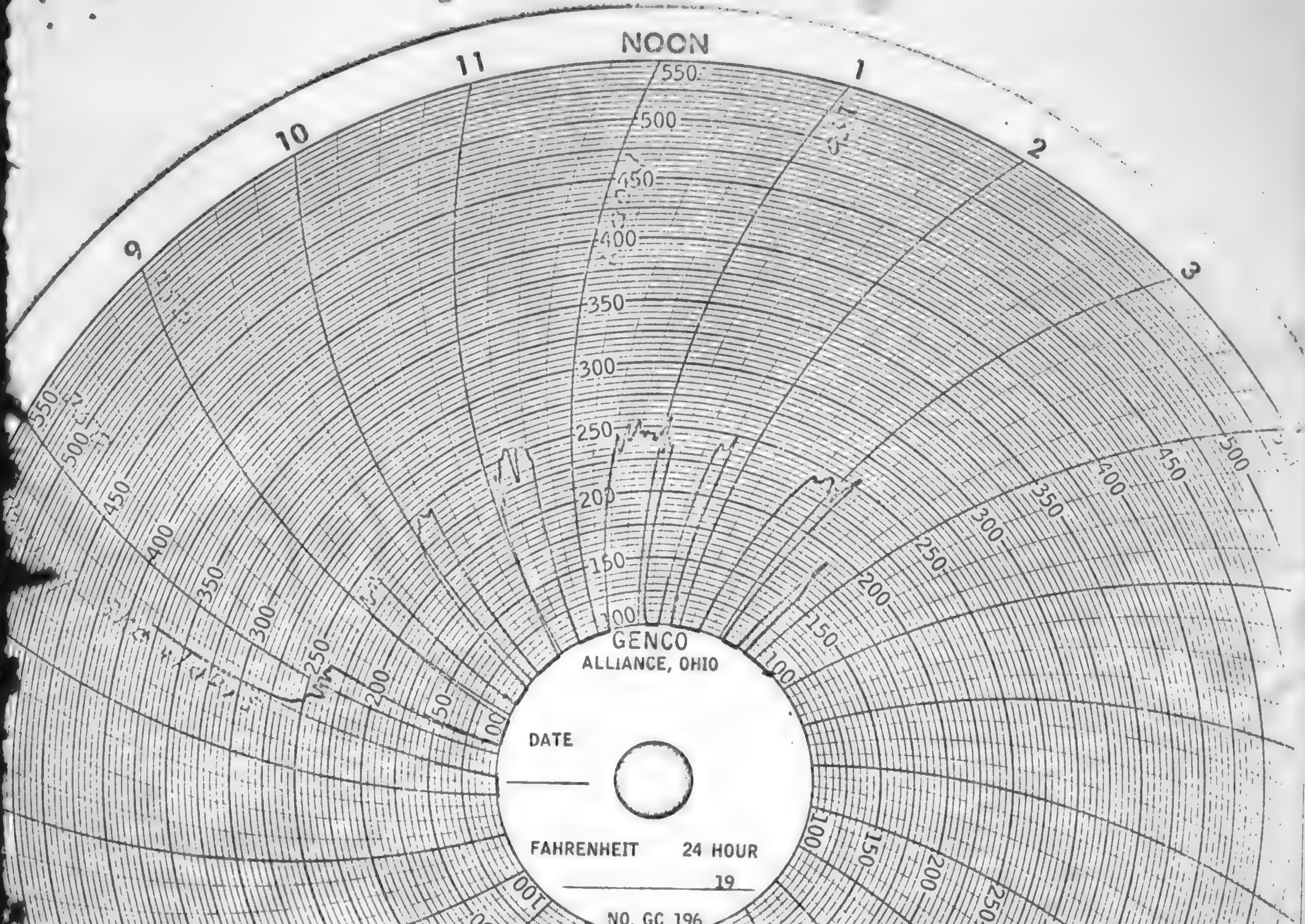

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ALLIANCE, OHIO
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FAHRENHEIT
24 HOUR
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NO. GC 196

DAILY OPERATIONS REPORT

DATE 10-30-72	
START UP TIME	7:45 A.M. P.M.
TOTAL OPERATING TIME	8 HRS. 15 MIN.
TOTAL SHUTDOWN TIME	1 HRS. 20 MIN.
REASONS FOR SHUTDOWN: Paver Trouble	
Move Paver	
2 flow Boys Down	

JOB NUMBER	TYPE MIX	PRODUCTION TIME	TONS
7754	Top Lift	6 hrs 55 Min	2297.3
	TOTALS		

REMARKS ON DAYS OPERATION

20194.7
17897.4
2297.3

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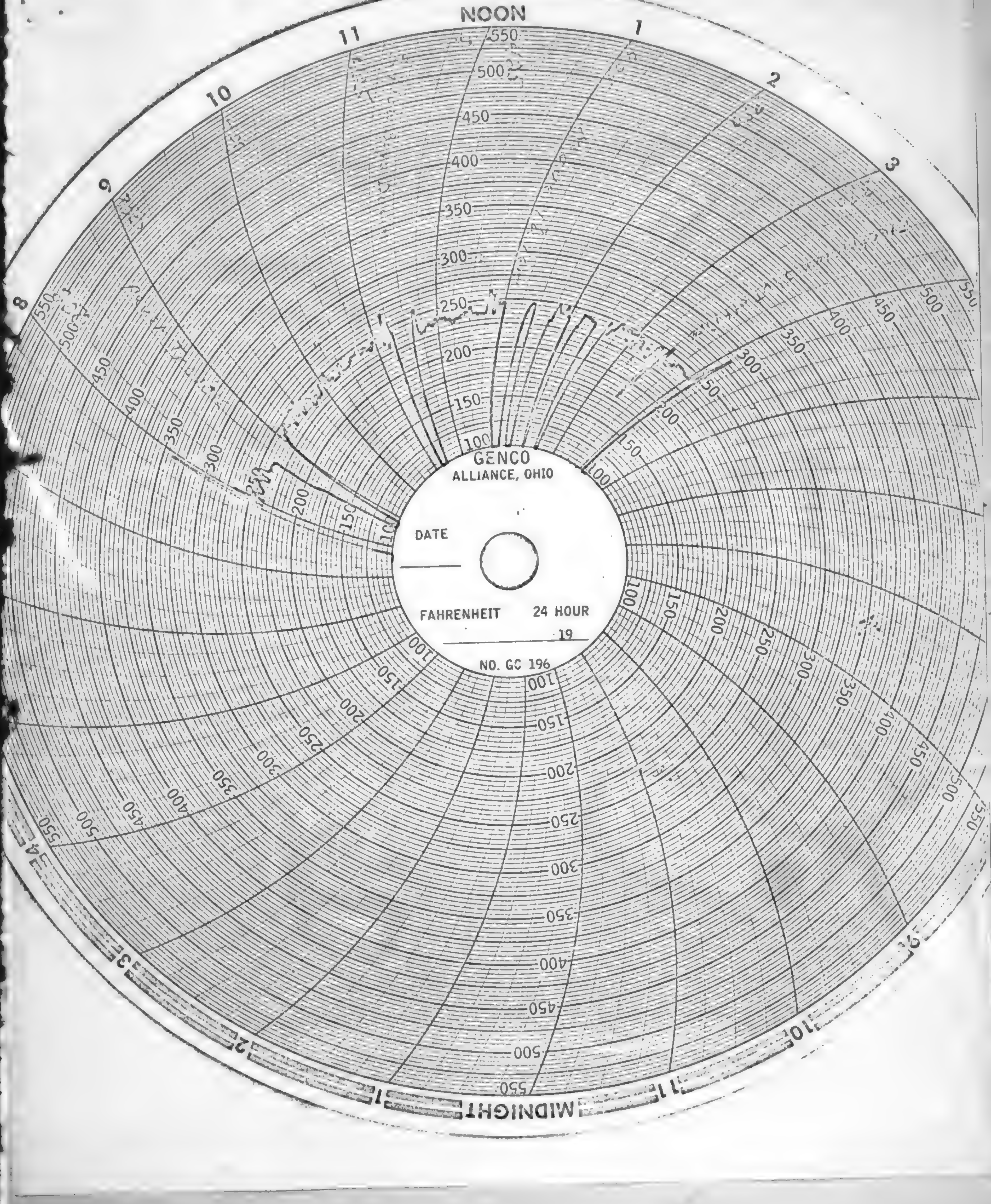
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GENCO
ALLIANCE, OHIO
DATE
FAHRENHEIT
24 HOUR
19
NO. GC 196
100
150
200
250
300
350
400
450
500
550

DAILY OPERATIONS REPORT

DATE 10-31-72	
START UP TIME	6:45 A.M. P.M.
TOTAL OPERATING TIME	8 HRS. 30 MIN.
TOTAL SHUTDOWN TIME	1 HRS. 45 MIN.

REASONS FOR SHUTDOWN:

Move Paver

Paver Troubles

JOB NUMBER	TYPE MIX	PRODUCTION TIME	TONS
7754	Wearing Course	6 hrs 45 Min	2798.0
	TOTALS		

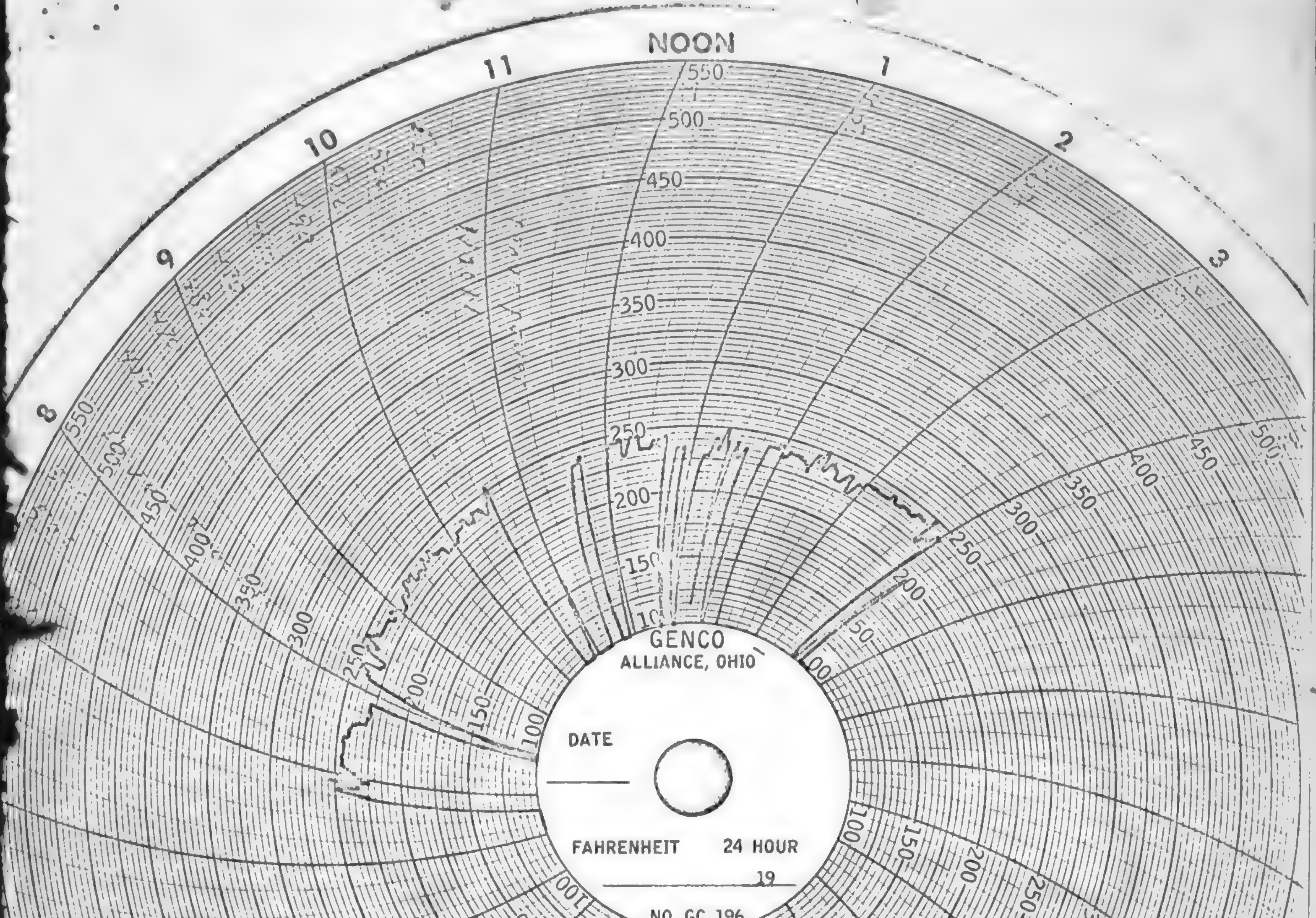
REMARKS ON DAYS OPERATION

22992.7

20194.7

2798.0

Form No. 195


NOON
11
10
9
8
1
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3
550
500
450
400
350
300
250
200
150
100
GENCO
ALLIANCE, OHIO
DATE
FAHRENHEIT
24 HOUR
19
NO. GC 196
MIDNIGHT
11
10
9
1
2
3

DAILY OPERATIONS REPORT

DATE 11-1-72	
START UP TIME	6:30 A.M. P.M.
TOTAL OPERATING TIME	9 HRS. MIN.
TOTAL SHUTDOWN TIME	HRS. 30 MIN.

REASONS FOR SHUTDOWN:

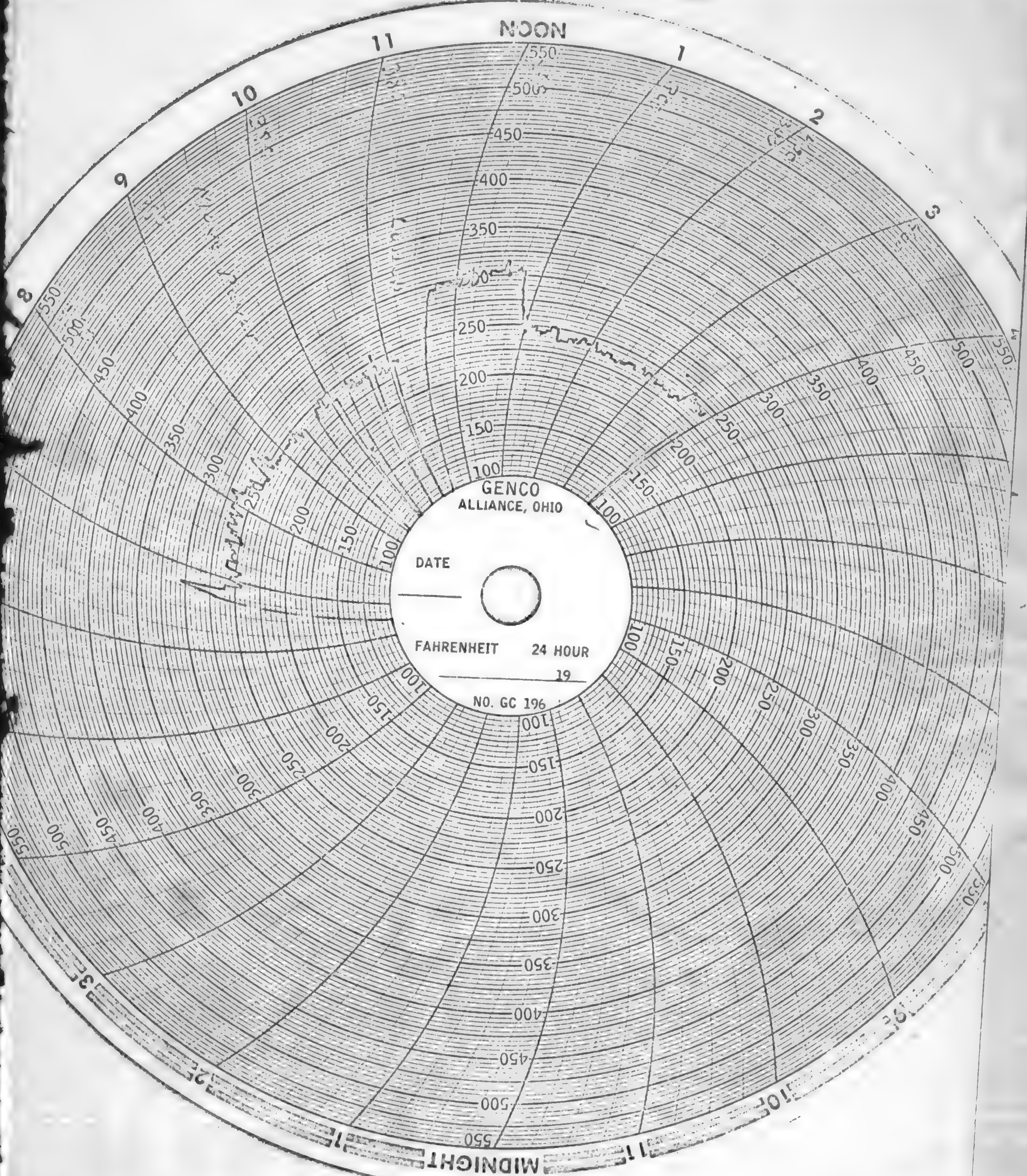
Move Paver

JOB NUMBER	TYPE MIX	PRODUCTION TIME	TONS
7754	Wearing Course	8 hrs 30 Min	2711.4
	TOTALS		

REMARKS ON DAYS OPERATION

25704.1
22992.7

Form No. 195


NOON
11
1
10
2
9
3
8
MIDNIGHT
GENCO
ALLIANCE, OHIO
DATE
FAHRENHEIT
24 HOUR
19
NO. GC 196
100
150
200
250
300
350
400
450
500
550

PAUL PAV[illegible] CO. CONTRACTOR - EAGLE CR. [illegible]STACADA PROJECT

DATE	Mon	Tue.		Wed.	Thur.	Fri.			
PLANT	Oct. 16	17		18	19	20			
Aggregate									
Brand Asphalt	Eagl. Cr.	E.C.		E.C.	E.C.	E.C			
Grade Asphalt	Douglas	D.		D.	D.	D.			
Production Tons/Hr.	120-150	120-150		120-150	120-150	120-150			
Hours Operation	200-225	250-290		200-400	290-420	250-350			
Hours Down	5	7.25		8.25	5.75	6			
Total Tons Produced	2	2.25		0.75	2.75	3.5			
Total Tons Rejected	1019	1538		2323	1742	1796			
Stack Emission	24	16		0	47	70			
TEMPERATURE	0	0		light	light	light			
Plant Pyrometer						E-1 69451	E-3 69454	5027	83737
Mix @ drum outlet	230-240	230-260′		225-240	220-230	245	300		
Mix in Truck @ Silo						225	260	220	290
Mix in Mat. @ Laydown						210		200	
Mix 6 Min. after Laydown	190	185		175	180	190	225	190	225
Mix 12 Min. after Laydown						180			
Mix 30 Min. after Laydown						160			
Mix [illegible] Min. after Laydown						145			
MOISTURE CONTENT						125			
Aggregate @ Cold Feed	7.7	Grad.#1 5026				E-1 4days-3.9	#5027	#5028	83737
Mix @ Drum Outlet		5.4	7.2	7.2	7.0	6.7	7.2		
Mix in Truck @ Silo		2.3					2.5	1.9	
Mix @ Laydown	3.2	1.7 2.0	2.3	2.3	1.7	1.9 2.6	2.3		
GRADATION-ASPHALT CONTENT							2.3		1.2
Plant Setting, 3/4-1/4	38		#1-lump B37376			E-1	E-2 #37378	837379	
Plant Setting, % 1/4-0	62	42		42	42	42			
Plant Setting, % Asphalt	5.4	58		58	58	58			
Ave.Mix Sample, % 3/4-1/4	34	5.32		5.16	5.16	5.4			
Ave.Mix Sample, % 1/4-10		36		37	38	37			
Ave.Mix Sample, % 10-0	66	64		63	62	63			
Ave.Mix Sample, %P200									
Ave.Mix Sample, % Asphalt	8.4 inc.M.								
Inventory, % Asphalt	6.05								
Mix(Field-Lab)% 3/4-1/4		5.96		5.86	5.46	5.36			
Mix(Field-Lab)% 1/4-10			30.4			33.2	34.8	49.6	
Mix(Field-Lab)% 10-0			27.1			29.3	30.1	19.9	
Mix (Field-Lab)%P200			36.3			31.6	29.7	254	
Mix(Field-Lab)% Asphalt			5.8			5.6	4.8	4.6	
PAVEMENT LAYDOWN			6.2			5.9	5.4	5.1	
Machine Used									

	Mon.	Tue	Wed.		Thur.		Fri.
TE	Oct. 23	24	25		26		27
ANT							
gregate	Aggle Cr	E.C.	E.C.		E.C.		E.C
and Asphalt	Douglas	D.	D.		D.		D.
ade Asphalt	120-150	120-150	120-150		120-150		120-150
oduction Tons/Hr., Control	300-400	300-350	300-360		250		250
ours Operation	7.25	6	6.75		4.5		3.75
ours Down	1.75	3	1.5		5		4.5
otal Tons Produced	2665	1919	2078		1114		591
otal Tons Rejected	82	19	17		12		6
tack Emission	light	light+	light		light		0
EMPERATURE		E-2 69453					
lant Pyrometer	230-245	240, 225-245	240-250		240-250		240-255
ix @ drum outlet		225					
ix in Truck @ Silo		205			170		170-20
ix in Mat. @ Laydown	195	180	190				
ix ___ Min. after Laydown							
Mix ___ Min. after Laydown							
Mix ___ Min. after Laydown							
Mix ___ Min. after Laydown							
STURE CONTENT		E-2					
Aggregate @ Cold Feed	7.5	6.2	6.5		7.5		7.2
Mix @ Drum Outlet	2.1	2.3 2.1	1.9		1.9		1.5
Mix in Truck @ Silo							
ix @ Laydown		E-2	A.M.	P.M	AM		
GRADATION-ASPHALT CONTENT							
Plant Setting, 3/4-1/4	42	42	42	48	48	44	44
Plant Setting, % 1/4-0	58	58	58	52	52	56	56
Plant Setting, % Asphalt	5.4	5.86	5.86	5.86	5.86	5.96	5.96
Ave.Mix Sample, % 3/4-1/4	35	37	41		42		39
Ave.Mix Sample, % 1/4-10	65	63	59		58		61
Ave.Mix Sample, % 10-0							
Ave.Mix Sample, %P200							
Ave.Mix Sample, % Asphalt	5.46	5.75	5.61		5.90		6.27
Inventory, % Asphalt							
Mix(Field-Lab)% 3/4-1/4		36.7					
Mix(Field-Lab)% 1/4-10		28.3					
Mix(Field-Lab)% 10-0		29.2					
Mix (Field-Lab)%P200		4.8					
Mix(Field-Lab)% Asphalt		5.8					
PAVEMENT LAYDOWN							
Machine Used	B.K. 220	B.K. 220	B.K. 220 190		B.K. 180 ACUI		B.K 180

PAUL PAV[illegible] CO. CONTRACTOR - EAGLE CR.[illegible]STACADA PROJECT

	Mon	Tue.	Wed.	Thur.	Fri.	
DATE	Oct. 16	17	18	19	20	
PLANT						
Aggregate	Eagle Cr.	E.C.	E.C.	E.C.	E.C	
Brand Asphalt	Douglas	D.	D.	D.	D.	
Grade Asphalt	120-150	120-150	120-150	120-150	120-150	
Production Tons/Hr.	200-225	250-290	200-400	290-420	250-350	
Hours Operation	5	7.25	8.25	5.75	6	
Hours Down	2	2.25	0.75	2.75	3.5	
Total Tons Produced	1019	1538	2323	1742	1796	
Total Tons Rejected	24	16	0	47	70	
Stack Emission	0	0	light	light	light	
TEMPERATURE					E-1 69451 E-3 69454	5027 B3737
Plant Pyrometer	230-240	230-260	225-240	220-230	245 300	
Mix @ drum outlet					225 260	220 290
Mix in Truck @ Silo					210	200
Mix in Mat. @ Laydown	190	185	175	180	190 225	190 225
Mix 6 Min. after Laydown					180	
Mix 12 Min. after Laydown					160	
Mix 20 Min. after Laydown					145	
Mix [illegible] Min. after Laydown					125	
MOISTURE CONTENT		Grad.#1 5026			E-1 4days-3.9 #5027	#5028 B3737
Aggregate @ Cold Feed	7.7	5.4 7.2	7.2	7.0	6.7 7.2	
Mix @ Drum Outlet		2.3			2.5	1.9
Mix in Truck @ Silo	3.2	1.7 2.3	2.3	1.7	1.9 2.6 2.3	
Mix @ Laydown		2.0			2.3	1.2
GRADATION-ASPHALT CONTENT		#1-lump B37376			E-1 E-2 #37378	B37379
Plant Setting, 3/4-1/4	38	42	42	42	42	
Plant Setting, % 1/4-0	62	58	58	58	58	
Plant Setting, % Asphalt	5.4	5.32	5.16	5.16	5.4	
Ave.Mix Sample, % 3/4-1/4	34	36	37	38	37	
Ave.Mix Sample, % 1/4-10	66	64	63	62	63	
Ave.Mix Sample, % 10-0						
Ave.Mix Sample, %P200						
Ave.Mix Sample, % Asphalt	8.4 inc.M.					
Inventory, % Asphalt	6.05	5.96	5.86	5.46	5.36	
Mix(Field-Lab)% 3/4-1/4		30.4			33.2 34.8	49.6
Mix(Field-Lab)% 1/4-10		27.1			29.3 30.1	19.9
Mix(Field-Lab)% 10-0		36.3			31.6 29.7	25.4
Mix (Field-Lab)%P200		5.8			5.6 4.8	4.6
Mix(Field-Lab)% Asphalt		6.2			5.9 5.4	5.1
PAVEMENT LAYDOWN						
Machine Used	2-Blawknox 180	2-B.K. 180	B.K. 220	B.K. 220	B.K. 220	
Ave Paver Speed Ft./Min.			8-20			
Stations	956-972	972-9868	1256-1206	1256-1216	1216-1172	
Lift	Base	957-972T	Base	Base	Base	
Width	Full width	B-RT, T-Full	32' Right	32' Left	32' Left	
Thickness						
COMPACTION	#4 #3	#2 #4			E-1, E-3 Lot	
Weather Conditions	Sun	Sun	Sun	Sun	Sun	
Air Temperature	50-70	45-65	40-65	50-70	45-60	
Ground-Base						
Rollers for Breakdown	Gall 10-12T	Gal.	Gal.	Gal.	Gal.	
Rollers for Finish	Hyster, 2 drum	Hyster	Hyster	Hyster, Ray8	Hyster, Ray80	
Breakdown Rolling Pattern						
Finish Rolling Pattern						
Nuclear Test Density, Final						
N.T.D.-Mat.Temp.-Passes						
N.T.D.-Mat. Temp.-Passes						
N.T.D.-Mat.Temp.-Passes						
N.T.D.-Mat.Temp.-Passes						
N.T.D., Mix Standard	2.46 2.46	2.43 2.43				
N.T.D., % Compaction			87.5-92.3, 91.7	89.0-92.3, 91.8	88.3-93.4, 91.0	
Core Field Test, Density	2.24 2.31	2.28 2.27	Ave.7 2.20	Ave.7 2.20	Ave. 2 2.24	
Core Field Test, % Comp.	91.1 93.9	93.8 93.4	89.6	89.6	90.9	
Lab Test Density-Core	2.22 2.31	2.28 2.28	2.17	2.17	2.23 2.24 2.24	
Lab Comp. Core Density	2.45 2.44	2.40 2.41	2.39	2.37	2.38 2.38 2.39	
Lab % Compaction	90.6 94.7	95.0 94.6	90.8	91.6	93.5 94.2 93.7	

Plant Setting, % Asphalt	5.4	5.32	5.16	—	5.4	—
Ave.Mix Sample, % 3/4-1/4	34	36	37	38	37	—
Ave.Mix Sample, % 1/4-10	66	64	63	62	63	—
Ave.Mix Sample, % 10-0	—	—	—	—	—	—
Ave.Mix Sample, %P200	—	—	—	—	—	—
Ave.Mix Sample, % Asphalt	8.4 inc.M.	—	—	—	—	—
Inventory, % Asphalt	6.05	5.96	5.86	5.46	5.26	—
Mix(Field-Lab)% 3/4-1/4	—	30.4	—	—	33.2 34.8	49.6
Mix(Field-Lab)% 1/4-10	—	27.1	—	—	29.3 30.1	19.9
Mix(Field-Lab)% 10-0	—	36.3	—	—	31.6 29.7	25.4
Mix (Field-Lab)%P200	—	5.8	—	—	5.6 4.8	4.6
Mix(Field-Lab)% Asphalt		6.2			5.9 5.4	5.1
PAVEMENT LAYDOWN						
Machine Used	2-Blawknox 180	2-B.K. 180	B.K. 220	B.K. 220	B.K. 220	—
Ave Paver Speed Ft./Min.	—	—	8-20	—	—	—
Stations	956-972	972-9868	1256-1206	1256-1216	1216-1172	—
Lift	Base	957-972T	Base	Base	Base	—
Width	Full width	B-RT, T-Full	32' Right	32' Left	32' Left	—
Thickness						
COMPACTION	#4 #3	#2 #4			E-1, 5.5 Lot	
Weather Conditions	Sun	Sun	Sun	Sun	Sun	—
Air Temperature	50-70	45-65	40-65	50-70	45-60	—
Ground-Base	—	—	—	—	—	—
Rollers for Breakdown	Galli 10-12T	Gal.	Gal.	Gal.	Gal.	—
Rollers for Finish	Hyster, 2 drum	Hyster	Hyster	Hyster, Raygo	Hyster, Raygo	—
Breakdown Rolling Pattern	—	—	—	—	—	—
Finish Rolling Pattern	—	—	—	—	—	—
Nuclear Test Density, Final	—	—	—	—	—	—
N.T.D.-Mat.Temp.-Passes	—	—	—	—	—	—
N.T.D.-Mat. Temp.-Passes	—	—	—	—	—	—
N.T.D.-Mat.Temp.-Passes	—	—	—	—	—	—
N.T.D.-Mat.Temp.-Passes	—	—	—	—	—	—
N.T.D., Mix Standard	2.46 2.46	2.43 2.43	—	—	—	—
N.T.D., % Compaction	—	—	87.5-92.3, 91.7	89.0-92.3, 91.8	88.3-93.4, 91.0	—
Core Field Test, Density	2.24 2.31	2.28 2.27	Ave. 7 2.20	Ave. 7 2.20	Ave. 2 2.24	—
Core Field Test, % Comp.	91.1 93.9	93.8 93.4	89.6	89.6	90.9	—
Lab Test Density-Core	2.22 2.31	2.28 2.28	2.17	2.17	2.23 2.24 2.21	
Lab Comp. Core Density	2.45 2.44	2.40 2.41	2.39	2.37	2.38 2.38 2.39	
Lab % Compaction	90.6 94.7	95.0 94.6	90.8	91.6	93.5 94.2 93.7	
Lab % Voids @ 100% Comp.	2.4 2.0	4.0 4.0	4.3	5.9	5.6 5.2 4.7	
ASPHALT					E-1 837371 325°	
Original Penetration	—	—	—	—	—	—
Ductility after T.F. Oven	—	—	—	—	—	—
Penetration, recl. from mix	—	—	—	—	110 85	—
Ductility, recl. from mix					100+	
MIX DURABILITY					E-1	
AASHO T165 Dry Strength	—	—	—	—	282	—
AASHO Index Ret Strength	—	—	—	—	73	—
Tensile Str.Dry, Core-Lab	—	—	—	—	—	—
Tensile Str. Sat.Core-Lab	—					

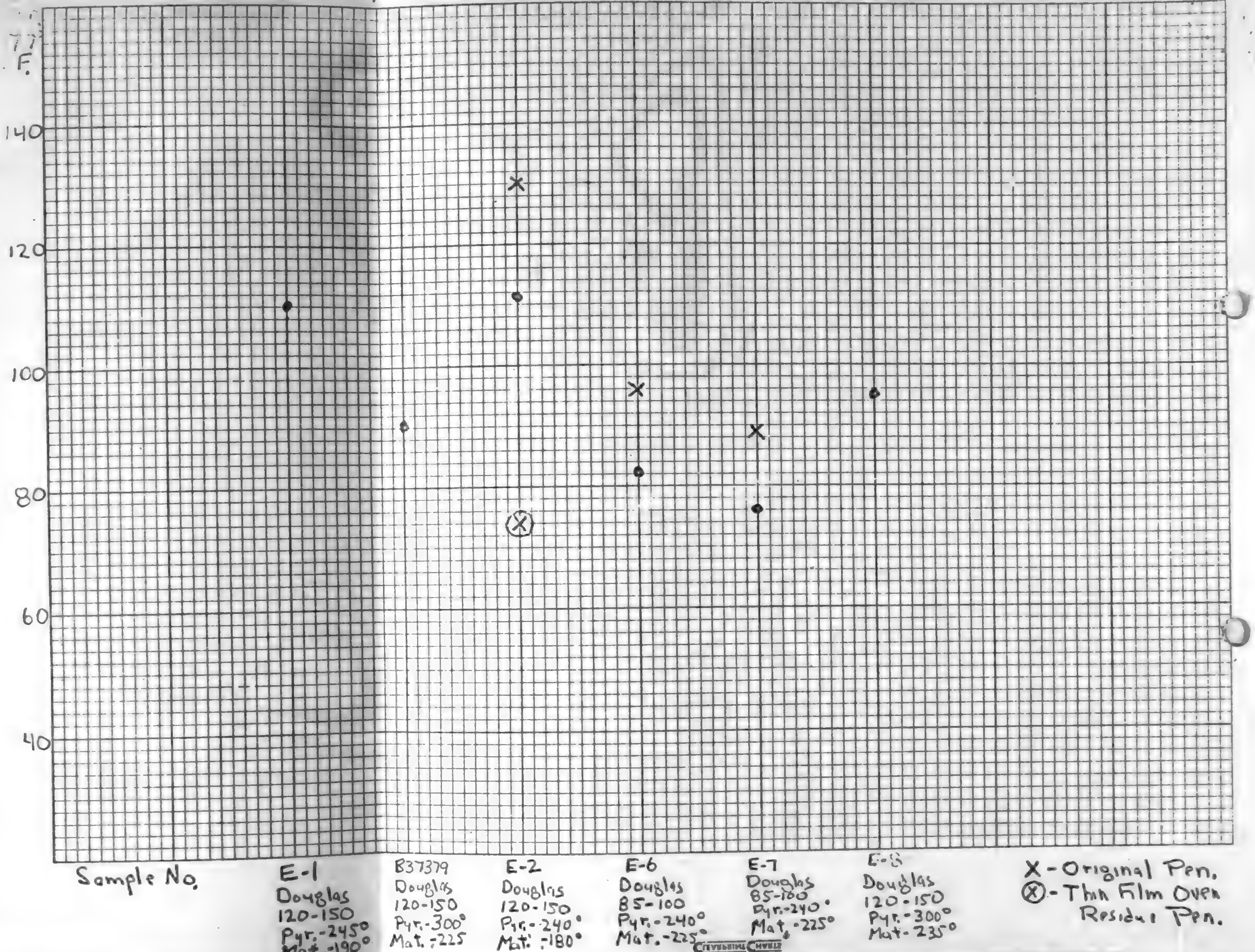
DATE	Mon.	Tue	Wed.	Thur.	Fri.
PLANT	Oct. 23	24	25	26	27
Aggregate					
Brand Asphalt	Aagle Cr	E.C.	E.C.	E.C.	E.C
Grade Asphalt	Douglas	D.	D.	D.	D.
Production Tons/Hr., Control	120-150	120-150	120-150	120-150	120-150
Hours Operation	300-400	300-350	300-360	250	250
Hours Down	7.25	6	6.75	4.5	3.75
Total Tons Produced	1.75	3	1.5	5	4.5
Total Tons Rejected	2665	1919	2078	1114	591
Stack Emission	82	19	17	12	6
TEMPERATURE	light	light +	light	light	0
Plant Pyrometer		E-2 69453			
Mix @ drum outlet	230-245	240, 225-245	240-250	240-250	240-255
Mix in Truck @ Silo		225			
Mix in Mat. @ Laydown		205			
Mix __ Min. after Laydown	195	180	190	170	170-20
Mix __ Min. after Laydown					
Mix __ Min. after Laydown					
Mix __ Min. after Laydown					
MOISTURE CONTENT		E-2			
Aggregate @ Cold Feed					
Mix @ Drum Outlet	7.5	6.2	6.5	7.5	7.2
Mix in Truck @ Silo					
Mix @ Laydown	2.1	2.3 2.1	1.9	1.9	1.5
GRADATION-ASPHALT CONTENT					
Plant Setting, 3/4-1/4		E-2	A.M. P.M	AM	
Plant Setting, % 1/4-0	42	42	42 48	48 44	44
Plant Setting, % Asphalt	58	58	58 52	52 56	56
Ave.Mix Sample, % 3/4-1/4	5.4	5.86	5.86 5.86	5.86 5.96	5.96
Ave.Mix Sample, % 1/4-10	35	37	41	42	39
Ave.Mix Sample, % 10-0	65	63	59	58	61
Ave.Mix Sample, %P200					
Ave.Mix Sample, % Asphalt					
Inventory, % Asphalt					
Mix(Field-Lab)% 3/4-1/4	5.46	5.75	5.61	5.90	6.27
Mix(Field-Lab)% 1/4-10		36.7			
Mix(Field-Lab)% 10-0		28.3			
Mix (Field-Lab)%P200		29.2			
Mix(Field-Lab)% Asphalt		4.8			
PAVEMENT LAYDOWN		5.8			
Machine Used					
Ave Paver Speed Ft./Min.	B.K. 220	B.K. 220	B.K. 220, 180	B.K. 180, 86.41	B.K. 180
Stations					
Lift	1206-1164 B	1108-1064	1061-1104 B	1206-1255 B	1224-1191 B Lt I 1074-1070 B Lt
Width	1172-1158 B	Base	1192-1206 B	1253-1224 B	1096-1100 B Rt I F 1067-8 B Rt
Thickness	30' Rt, 30' Lt	30' Right	30' Lt, 10' Rt	10' Rt, 10' Lt	1103-1100 B Lt I F 1067-8 B Lt 1066-1070 B Rt I
COMPACTION	E-3, L	E-2 No Cores			
Weather Conditions	69454	69455	showers		
Air Temperature	Sun	Cloud. - Sun	Sun. - Cloud	Cloudy - Showers	Cloudy
Ground-Base	45-65	50-70	40-55	40-55	50-60
Rollers for Breakdown					
Rollers for Finish	Gall.	Gall, Hyster	Gall. - Hyster	Gall.	
Breakdown Rolling Pattern	Hyster, Ray 80	Ray 80	Ray 80	Hyster	Gall.
Finish Rolling Pattern					Hyster
Nuclear Test Density, Final					
N.T.D.-Mat.Temp.-Passes		137.5 140.0			
N.T.D.-Mat. Temp.-Passes					
N.T.D.-Mat.Temp.-Passes					
N.T.D.-Mat.Temp.-Passes					
N.T.D., Mix Standard					
N.T.D., % Compaction					
Core Field Test, Density	89.7-93.4, 91.5	86.8-95.2, 92.4	92.8-95.7, 93.1		88.7-89.1, 88.9
Core Field Test, % Comp.	Av. 6 2.21				
Lab Test Density-Core	89.8				
Lab Comp. Core Density	2.14 2.20	2.22 2.25			
Lab % Compaction	2.36 2.38	2.37 2.38			
Lab % Voids @ 100% Comp.	90.7 92.4	93.7 94.5			
ASPHALT	6.0 5.6	6.3 5.7			

Ave.Mix Sample, %3/4-1/4	35	37	41	42	39	—
Ave.Mix Sample, % 1/4-10	65	63	59	58	61	—
Ave.Mix Sample, % 10-0	—	—	—	—	—	—
Ave.Mix Sample, %P200	—	—	—	—	—	—
Ave.Mix Sample, % Asphalt	—	—	—	—	—	—
Inventory, % Asphalt	5.46	5.75	5.61	5.90	6.27	—
Mix(Field-Lab)% 3/4-1/4	—	36.7	—	—	—	—
Mix(Field-Lab)% 1/4-10	—	28.3	—	—	—	—
Mix(Field-Lab)% 10-0	—	29.2	—	—	—	—
Mix (Field-Lab)%P200	—	4.8	—	—	—	—
Mix(Field-Lab)% Asphalt		5.8				
PAVEMENT LAYDOWN						
Machine Used	B.K. 220	B.K. 220	B.K. 220, 180	B.K. 180, 86.41	B.K. 180	—
Ave Paver Speed Ft./Min.	—	—	—	—	—	—
Stations	1206-1164 B	1108-1064	1061-1104 B	1206-1255 B	1224-1191 B Lt Sh	1074-1070 B Lt
Lift	1192-1158 B	Base	1192-1206 B	1253-1224 B	1096-1100 B Rt I	F1067-8 B Rt
Width	30'Rt, 30'Lt	30' Right	30'Lt, 10'Rt	10'Rt, 10'Lt	1103-1100 B Lt I 1056-1070 B Rt T	F1067-8 B Lt
Thickness						
COMPACTION	E-3,L 69454	E-2 No Cores 69455				
Weather Conditions	Sun	Cloud,-Sun	showers Sun.-Cloud	Cloudy-showers	Cloudy	—
Air Temperature	45-65	50-70	40-55	40-55	50-60	—
Ground-Base	—	—	—	—	—	—
Rollers for Breakdown	Gall.	Gall, Hyster	Gall.-Hyster	Gall.	Gall.	—
Rollers for Finish	Hyster, Ray 80	Ray 80	Ray 80	Hyster	Hyster	—
Breakdown Rolling Pattern	—	—	—	—	—	—
Finish Rolling Pattern	—	—	—	—	—	—
Nuclear Test Density,Final	—	137.5 140.0	—	—	—	—
N.T.D.-Mat.Temp.-Passes	—	—	—	—	—	—
N.T.D.-Mat. Temp.-Passes	—	—	—	—	—	—
N.T.D.-Mat.Temp.-Passes	—	—	—	—	—	—
N.T.D.-Mat.Temp.-Passes	—	—	—	—	—	—
N.T.D., Mix Standard	—	—	—	—	—	—
N.T.D., % Compaction	89.7-93.4, 91.5	86.8-95.2, 92.4	92.8-95.7, 93.1	—	88.7-89.1, 88.9	—
Core Field Test, Density	Avg.6 2.21	—	—	—	—	—
Core Field Test, % Comp.	89.8	—	—	—	—	—
Lab Test Density-Core	2.14 2.20	2.22 2.25	—	—	—	—
Lab Comp. Core Density	2.36 2.38	2.37 2.38	—	—	—	—
Lab % Compaction	90.7 92.4	93.7 94.5	—	—	—	—
Lab % Voids @ 100% Comp.	6.0 5.6	6.3 5.2				
ASPHALT		E-2 325°				
Original Penetration	—	130	—	—	—	—
Ductility after T.F. Oven	—	100+	—	—	—	—
Penetration, recl. from mix	—	111	—	—	—	—
Ductility, recl. from mix		100+				
MIX DURABILITY		E-2				
AASHO T165 Dry Strength	—	265	—	—	—	—
AASHO Index Ret Strength	—	76	—	—	—	—
Tensile Str.Dry, Core-Lab	—	—	—	—	—	—
Tensile Str. Sat.Core-Lab	—	—	—	—	—	—

	Mon.	Tue.	Wed.	Thur.	Fri.	Sat.
DATE	Oct.30	31	Nov.1	2	3	4
PLANT		E-6 E-7			E-9	E-1
Aggregate	Eagle Cr.	E.C.	E.C.	E.C.	E.C.	E.C.
Brand Asphalt	Douglas	D.	D.	D.	D Union	D. Unior
Grade Asphalt	120-150	120-150, 85-100	120-150	120-150	120 60-70	120 85-10
Production Tons/Hr.	250-425	325-500	300-400	300-400	300-400	300-400
Hours Operation	6	5.5, 2	7.75	7.5	4.75 1.3	4.5 2.25
Hours Down	2.5	1.5, 0.5	1	2	2.25 0.7	0.5 0
Total Tons Produced	2086	1825, 865	2272	1978	1968 500	1395 85c
Total Tons Rejected	14	23, 0	16	31	6 -	22 0
Stack Emission	light-medium	light to Heavy	light-Heavy			moderat
TEMPERATURE		E-6 69459 E-7 69460	E-8 69461		E-9 69462	E-10 69463 E-11 6946
Plant Pyrometer	235-260	225-250	245-260, 300	235-245	225-250	215-250
Mix @ drum outlet		225 240 225	260		225	235 230
Mix in Truck @ Silo		212 215	250		200	215 210
Mix in Mat. @ Laydown	200	195 190	200 235	180-190, 225	180	200 195
Mix 5 Min. after Laydown			in truck-240		170	175
Mix 15 Min. after Laydown					140	170
Mix 30 Min. after Laydown			175		105	125
Mix Min. after Laydown						
MOISTURE CONTENT		E-6 E-7	E-8		E-9	E-10 E-11
Aggregate @ Cold Feed	8.6	7.6	7.4	7.3	9.1 7.2	6.0 7.2 7.4
Mix @ Drum Outlet			1.3		2.1	2.0 2.2
Mix in Truck @ Silo	2.1	2.0 2.0 1.9	2.3 1.2	2.3	2.4 2.1	2.2, 2.5, 1.5 2.
Mix @ Laydown			1.1		2.1	1.8 2.1
GRADATION-ASPHALT CONTENT		E-6 E-7	E-8		E-9	E-10 E-11
Plant Setting, 3/4-1/4	44	44 44	44	44	44 44	44
Plant Setting, % 1/4-0	56	56 56	56	56	56 56	56
Plant Setting, % Asphalt	5.46	54.6 5.46	5.46	5.46	6.16 5.46	6.15
Ave.Mix Sample, % 3/4-1/4	39	44 39	39 37	39	39 35	37-41 42
Ave.Mix Sample, % 1/4-10	61	56 61	61 63	61	61 65	63-59 58
Ave.Mix Sample, % 10-0						
Ave.Mix Sample, %P200						
Ave.Mix Sample, % Asphalt						
Inventory, % Asphalt	5.77	6.0	5.2	5.8	6.5 5.5	6.2
Mix(Field-Lab)% 3/4-1/4		39.0 37.6	36.2			
Mix(Field-Lab)% 1/4-10		25.4 27.3	27.6			
Mix(Field-Lab)% 10-0		29.1 29.6	30.4			
Mix (Field-Lab)%P200		5.6 5.3	5.4			
Mix(Field-Lab)% Asphalt		5.5 5.5	5.8			
PAVEMENT LAYDOWN						
Machine Used	B.K. 220	B.K. 220	B.K. 220	B.K. 220	B.K. 220	B.K. 220
Ave Paver Speed Ft./Min.						
Stations	1064-1104 T	1070-1104 T	1235-1253 T	1163-1122 B	1158-1104 B	1065-1032 B
Lift	1164-1190 T	1186-1235 T	1249-1186 T	1186-1164 T	1122-1108 B	985-1028 B
Width	30'LT, 32'RT	30'RT, 32'RT	32'RT, 32'LT	2-11'RT, 30'LT	1061-1148 B 22'LT, 22'RT, 22'LT	972-974 B 22'LT, 22'LT, 22'
Thickness						
COMPACTION		E-6 E-7				
Weather Conditions	Sun	Cloudy	Cloudy-Rain	Cloudy-showers	Rain-showers	Cloudy Rain, show
Air Temperature	40-55	40-50	40-50	40-50	50-60	52-60
Ground-Base			46			
Rollers for Breakdown	Gal, Hyster	Gal., Rex	Gal, Rex	Gal, Rex	Gal, Rex	Gal., Rex
Rollers for Finish	Rex	Hyster	Hyster	Hyster	Hyster	Hyster
Breakdown Rolling Pattern						
Finish Rolling Pattern						
Nuclear Test Density, Final						
N.T.D.-Mat.Temp.-Passes						
N.T.D.-Mat. Temp.-Passes						
N.T.D.-Mat.Temp.-Passes		E-6, 500TPH				
N.T.D.-Mat.Temp.-Passes		88.0-94.4, 90.9				
N.T.D., Mix Standard						
N.T.D., % Compaction	90.8-95.7, 92.4	87.2-91.7, 89.5	88.7-94.8, 92.0			
Core Field Test, Density						
Core Field Test, % Comp.						
Lab Test Density-Core		2.13 2.20	2.24			
Lab Comp. Core Density		2.39 2.37	2.39			
Lab % Compaction		89.1 92.8	93.7			
Lab % Voids @ 100% Comp.						

Plant Setting, % Asphalt	5.46	54.6	5.46	5.46		5.46	6.16	5.46	6.15	
Ave.Mix Sample, % 3/4-1/4	39	44	39	39	37	39	39	35	37-41	42
Ave.Mix Sample, % 1/4-10	61	56	61	61	63	61	61	65	63-59	58
Ave.Mix Sample, % 10-0										
Ave.Mix Sample, %P200										
Ave.Mix Sample, % Asphalt										
Inventory, % Asphalt	5.77		6.0	5.2		5.8	6.5	5.52	6.2	
Mix(Field-Lab)% 3/4-1/4		39.0	37.6		36.2					
Mix(Field-Lab)% 1/4-10		25.4	27.3		27.6					
Mix(Field-Lab)% 10-0		29.1	29.6		30.4					
Mix (Field-Lab)%P200		5.6	5.3		5.4					
Mix(Field-Lab)% Asphalt		5.5	5.5		5.8					
PAVEMENT LAYDOWN										
Machine Used	B.K.220	B.K.220		B.K.220		B.K.220	B.K.220		B.K.220	
Ave Paver Speed Ft./Min.										
Stations	1064-1104 T	1070-1104 T		1235-1253 T		1163-1122 B	1158-1104 B		1065-1032 B	
Lift	1164-1190 T	1186-1235 T		1249-1186 T		1186-1164 T	1122-1108 B		985-1028 B	
Width	30'LT, 32'RT	30'RT, 32'RT		32'RT, 32'LT		2-11'RT, 30'LT	1061-1148 B		972-974 B	
Thickness							22'LT, 22'RT, 22'LT		22'LT, 22'LT, 22'	
COMPACTION		E-6	E-7							
Weather Conditions	Sun	Cloudy		Cloudy-Rain		Cloudy-showers	Rain-showers		Cloudy Rain, show	
Air Temperature	40-55	40-50		40-50		40-50	50-60		52-60	
Ground-Base				46						
Rollers for Breakdown	Gal, Hyster	Gal, Rex		Gal, Rix		Gal, Rex	Gal, Rex		Gal., Rex	
Rollers for Finish	Rex	Hyster		Hyster		Hyster	Hyster		Hyster	
Breakdown Rolling Pattern										
Finish Rolling Pattern										
Nuclear Test Density, Final										
N.T.D.-Mat.Temp.-Passes										
N.T.D.-Mat. Temp.-Passes										
N.T.D.-Mat.Temp.-Passes										
N.T.D.-Mat.Temp.-Passes		E-6, 500TPH								
N.T.D., Mix Standard		88.0-94.4, 90.9								
N.T.D., % Compaction	90.8-95.7, 92.4	87.2-91.7, 89.5		88.7-94.8, 92.0						
Core Field Test, Density										
Core Field Test, % Comp.										
Lab Test Density-Core		2.13	2.20		2.24					
Lab Comp. Core Density		2.39	2.37		2.39					
Lab % Compaction		89.1	92.8		93.7					
Lab % Voids @ 100% Comp.										
ASPHALT		E-6	E-7		E-8		E-9 320°		E-10 320°	E-11 325
Original Penetration		340° 96	89							
Ductility after T.F. Oven										
Penetration, recl. from mix		82	76		95					
Ductility, recl. from mix			100+		100+					
MIX DURABILITY		E-6	E-7		E-8		E-9		E-10	E-11
AASHO T165 Dry Strength		466	441		343					
AASHO Index Ret Strength		77	80		84					
Tensile Str.Dry, Core-Lab										
Tensile Str. [illegible], Core-Lab										

AASHO T-170 RECLAIMED ASPHALT PENETRATION



EAGLE CREEK-ESTACADA SECTION
CONTRACT NO. 7554
DRUM DRYER AC PLANT & STREET LAYDOWN OPERATION
CHRONOLOGICAL DATA

Mon
Date 10/16/72 Time Period 10:00 (AM ~~PM~~) to 5:00 (~~AM~~ P

Drum Dryer AC Plant Operation

Pyrometer Temp. 245°
AC Mix Temp. (at outlet) 220° (E)
Stack Temp. –
Brand & Grade Asphalt Doug 120-150
Moisture % Aggr. (Priot to mix) 7.7
Moisture % in Mix 3.2
Plant Setting for Mix
(a) Asphalt % 5.4
(b) Coarse Aggr. % 38
(c) Fine Aggr. % 62
Sampling and Testing
(a) Field Test Nos. 1-2-3
(b) Salem Lab Nos. –
Rate of Production (Tons/Hr.) 204
Plant Operation
(a) Continuous 5:00 Hrs.
(b) Intermittent 7:00 Hrs.
(c) Down Time 2:00 Hrs.
(Explain reason for downtime in Remarks.)
Source of Aggregate Eagle Cr. Pit
Type of Aggr. Gravel ✓ Quarry
Bituminous Mix Tests
(a) Asphalt % 6.05
(b) Coarse Aggr. % 34
(c) Fine Aggr. % 66
Total Mix Produced 1019 Ton
Mix Rejected 24 "
Mix Used 985 "
Stack Emission -0-

Street Laydown operation

Air Temp. 50°AM 70°PM
Ground N Base Temp.
AC Mix Temp. (At laydown) 190°
Time (after laydown) Temp. Rolling (Breakdown (Finish (Completion

0
5 min.
10 min.
15 min.
20 min.
25 min.

Rollers, No., kind, use (breakdown, final)
1 BREAKDOWN (GALLION) 2 drum Tandem (10-12 Ton)
2 FINAL (HYSTER) " " " "
3
4
Name of Paver BLAW KNOX #180 (TWO)
Paving 12' width 2" depth
Location
(a) Lineal Sta. 956 to Sta 971
(b) Panel Location LT & RT.
Lift Base x Top
Compaction NONE TAKEN

Laydown conditions
Ave. Speed of Paver VAR. (20'-40') ft./min.
Continuous Erratic x

Weather Conditions: Sunny ✓ Intermittent Clouds Cloudy
Windy Showers Rain Other

REMARKS:

EAGLE CREEK-ESTACADA SECTION

CONTRACT NO. 7554

DRUM DRYER AC PLANT & STREET LAYDOWN OPERATION

CHRONOLOGICAL DATA

Date Tue 10-17-72 Time Period 7:30 (AM [illegible]) to 5:00 ([illegible], P

Drum Dryer AC Plant Operation

Pyrometer Temp. 230

AC Mix Temp. (at outlet) 210 (E)

Stack Temp. —

Brand & Grade Asphalt Doug. 120-150

Moisture % Aggr. (Priot to mix) 7.2

Moisture % in Mix 2.3

Plant Setting for Mix
- (a) Asphalt % 5.32
- (b) Coarse Aggr. % 42
- (c) Fine Aggr. % 58

Sample and Testing
- (a) Field Test Nos. 4-5
- (b) Salem Lab Nos. -

Rate of Production (Tons/Hr.) 212

Plant Operation
- (a) Continuous 7¼ Hrs.
- (b) Intermittent 9½ Hrs.
- (c) Down Time 2¼ Hrs.

(Explain reason for downtime in Remarks.)

Source of Aggregate Eagle Cr. Pit

Type of Aggr. Gravel ✓ Quarry

Bituminous Mix Tests
- (a) Asphalt % 5.96
- (b) Coarse Aggr. % 36
- (c) Fine Aggr. % 64

Total Mix Produced 1538

Mix Rejected 16

Mix Used 1522

Stack Emission ---0-

Street Laydown operation

Air Temp. 45° AM 65° PM

Ground N Base Temp.

AC Mix Temp. (At laydown) 185°

Time (after laydown) Temp. Rolling (Breakdown
(Finish
(Completion

0
5 min.
10 min.
15 min.
20 min.
25 min.

Rollers, No., kind, use (breakdown, final)
1 BREAKDOWN (GALLION)
2 FINAL (HYSTER)
3
4

Name of Paver

Paving 12' width 2" depth

Location

(a) Lineal Sta. 956 to Sta 971

(b) Panel Location LT & RT

Lift Base Top x

Compaction SALEM LAB 90.6 95.0 94.7
94.6 AVERAGE = 93.7

Laydown conditions

Ave. Speed of Paver VAR. ft./min.

Continuous Erratic x

Weather Conditions: Sunny ✓ Intermittent Clouds Cloudy
Windy Showers Rain Other

REMARKS:

EAGLE CREEK-ESTACADA SECTION
CONTRACT NO. 7554
DRUM DRYER AC PLANT & STREET LAYDOWN OPERATION
CHRONOLOGICAL DATA

Wed.
Date 10-18-72 Time Period 8:00 (AM ~~PM~~) to 5:00 (~~AM~~, P

Drum Dryer AC Plant Operation

Pyrometer Temp. 240°
AC Mix Temp. (at outlet) 220° (E)
Stack Temp.
Brand & Grade Asphalt Doug. 120-150
Moisture % Aggr. (Priot to mix) 7.2
Moisture % in Mix 2.3
Plant Setting for Mix
(a) Asphalt % 5.16
(b) Coarse Aggr. % 42
(c) Fine Aggr. % 58
Sample and Testing
(a) Field Test Nos. 6-7-8-9
(b) Chem Lab Nos. —
Rate of Production (Tons/Hr.) 282
Plant Operation
(a) Continuous 8¼ Hrs.
(b) Intermittent 9:00 Hrs.
(c) Down Time ¾ Hrs.
(Explain reason for downtime in Remarks.)
Source of Aggregate Eagle Cr. Pit
Type of Aggr. Gravel ✓ Quarry
Bituminous Mix Tests
(a) Asphalt % 5.86
(b) Coarse Aggr. % 37
(c) Fine Aggr. % 63
Total Mix Produced 2323
Mix Rejected 0
Mix Used 2323
Stack Emission Light

Street Laydown operation

Air Temp. 40° AM - 65 PM
Ground N Base Temp.
AC Mix Temp. (At laydown) 175°
Time (after laydown) Temp. Rolling (Breakdown (Finish (Completion
0
5 min.
10 min.
15 min.
20 min.
25 min.

Rollers, No., kind, use (breakdown, final)
1 BREAKDOWN (GALLION)
2 FINAL (HYSTER)
3
4
Name of Paver BLAW KNOX 220
Paving 32' width 2" depth
Location
(a) Lineal Sta. 1255+50 to Sta 1205+50
(b) Panel Location RT.
Lift Base x Top
Compaction NUCLEAR 87.5 90.9 87.5 92.2
90.7 91.3 91.0 90.4 90.2 AV. = 91.7
used corrected s.g.
Laydown conditions
Ave. Speed of Paver 8-20 ft./min.
Continuous Erratic x

Weather Conditions: Sunny ✓ Intermittent Clouds Cloudy
Windy Showers Rain Other

REMARKS:

EAGLE CREEK-ESTACADA SECTION
CONTRACT NO. 7554
DRUM DRYER AC PLANT & STREET LAYDOWN OPERATION
CHRONOLOGICAL DATA

Thur

Date 10-19-72 Time Period 7:30 (AM ~~PM~~) to 4:00 (AM,

Drum Dryer AC Plant Operation

Pyrometer Temp.	230°
AC Mix Temp. (at outlet)	210
Stack Temp.	-
Brand & Grade Asphalt Doug.	120-150
Moisture % Aggr. (Priot to mix)	7.0
Moisture % in Mix	1.7
Plant Setting for Mix	
(a) Asphalt %	5.16
(b) Coarse Aggr. %	42
(c) Fine Aggr. %	58
Sample and Testing	
(a) Field Test Nos.	10-11-12-13
(b) Salem Lab Nos.	-
Rate of Production (Tons/Hr.)	304
Plant Operation	
(a) Continuous	5 3/4 Hrs.
(b) Intermittent	8 1/2 Hrs.
(c) Down Time	2 3/4 Hrs.

(Explain reason for downtime in Remarks.)

Source of Aggregate Eagle Cr. Pit

Type of Aggr. Gravel ✓ Quarry ____

tuminous Mix Tests	
(a) Asphalt %	5.46
(b) Coarse Aggr. %	38
(c) Fine Aggr. %	62
otal Mix Produced	1742
ix Rejected	47
ix Used	1695
Stack Emission	Light

Street Laydown operation

Air Temp. 50° AM - 70° PM

Ground N Base Temp. ____

AC Mix Temp. (At laydown) 180°

Time (after laydown) Temp. Rolling (Breakdown (Finish (Completion

0
5 min.
10 min.
15 min.
20 min.
25 min.

Rollers, No., kind, use (breakdown, final)
1 GALLION
2 HYSTER
3 RAY-GO (SINGLE DRUM)
4
EXPERIMENTING — VARIABLE SEQUENCE WITH TYPE OF ROLLER.

Name of Paver BLAW KNOX 220

Paving 32' width 2" depth

Location ____

(a) Lineal Sta. 1255+50 to Sta 1216+50

(b) Panel Location Lt.

Lift Base x Top ____

Compaction NUCLEAR 91.8 89.0 92.0 93.6
92.0 91.0 91.0 92.3 92.1 90.3 90.1
AV. = 91.8

Laydown conditions ____

Ave. Speed of Paver VAR. ft./min.

Continuous ____ Erratic x

eather Conditions: Sunny ✓ Intermittent Clouds ____ Cloudy ____
indy ____ Showers ____ Rain ____ Other ____

EMARKS:

EAGLE CREEK-ESTACADA SECTION
CONTRACT NO. 7554
DRUM DRYER AC PLANT & STREET LAYDOWN OPERATION
CHRONOLOGICAL DATA

Fri.
Date 10-20-72 Time Period 7:30 (AM ~~PM~~) to 5:00 (AM

Drum Dryer AC Plant Operation

Pyrometer Temp. 230°
AC Mix Temp. (at outlet) 210
Stack Temp. –
Brand & Grade Asphalt Doug. 120-150
Moisture % Aggr. (Priot to mix) 6.7
Moisture % in Mix 2.6
Plant Setting for Mix
(a) Asphalt % 5.40
(b) Coarse Aggr. % 42
(c) Fine Aggr. % 58
Sample and Testing
Field Test Nos. 14-15
(b) Salem Lab Nos. 5027 – A69451
Rate of Production (Tons/Hr.) 300
Plant Operation
(a) Continuous 6 Hrs.
(b) Intermittent 9½ Hrs.
(c) Down Time 3½ Hrs.
(Explain reason for downtime in Remarks.)
Source of Aggregate Eagle Cr. Pit
Type of Aggr. Gravel ✓ Quarry
Bituminous Mix Tests
(a) Asphalt % 5.36
(b) Coarse Aggr. % 37
(c) Fine Aggr. % 61
Total Mix Produced 1796
Mix Rejected 70
Mix Used 1776

Street Laydown operation

Air Temp. 45°AM - 60° PM
Ground N Base Temp.
AC Mix Temp. (At laydown) 180°
Time (after laydown) Temp. Rolling (Breakdown
(Finish
(Completion

0
5 min.
10 min.
15 min.
20 min.
25 min.

Rollers, No., kind, use (breakdown, final)
1 GALLION
2 HYSTER
3 RAY-GO
SEQUENCE EXPERIMENTAL
4

Name of Paver BLAW KNOX 220
Paving 32' width 2" depth
Location
(a) Lineal Sta. 1216+50 to Sta 1172+00
(b) Panel Location Lt.
Lift Base x Top
Compaction NUCLEAR 89.7 88.3 92.6
92.4 AV. = 91.0

Laydown conditions
Ave. Speed of Paver VAR. ft./min.
Continuous Erratic x

eather Conditions: Sunny ✓ Intermittent Clouds Cloudy
indy Showers Rain Other

EMARKS:

EAGLE CREEK-ESTACADA SECTION
CONTRACT NO. 7554
DRUM DRYER AC PLANT & STREET LAYDOWN OPERATION
CHRONOLOGICAL DATA

Date Mon 10-23-72 Time Period 7:30 (AM ~~PM~~) to 5:00 (~~AM~~, P

Drum Dryer AC Plant Operation

Pyrometer Temp. 245°
AC Mix Temp. (at outlet) 225°
Stack Temp.
Brand & Grade Asphalt Doug. 120-150
Moisture % Aggr. (Priot to mix) 7.5
Moisture % in Mix 2.1
Plant Setting for Mix
(a) Asphalt % 5.40
(b) Coarse Aggr. % 42
(c) Fine Aggr. % 58
Sample and Testing
(a) Field Test Nos. 16-17-18-19
(b) Salem Lab Nos. —
Rate of Production (Tons/Hr.) 369
Plant Operation
(a) Continuous 7¼ Hrs.
(b) Intermittent 9½ Hrs.
(c) Down Time 1¾ Hrs.
(Explain reason for downtime in Remarks.)
Source of Aggregate Eagle Cr. Pit
Type of Aggr. Gravel ✓ Quarry
Bituminous Mix Tests
(a) Asphalt % 5.46
(b) Coarse Aggr. % 35
(c) Fine Aggr. % 65
Total Mix Produced 2665
Mix Rejected 82
Mix Used 2583
Stack Emission Light...

Street Laydown operation

Air Temp. 45° AM - 65° PM
Ground N Base Temp.
AC Mix Temp. (At laydown) 155°
Time (after laydown) Temp. Rolling (Breakdown
(Finish
(Completion
0
5 min.
10 min.
15 min.
20 min.
25 min.

Rollers, No., kind, use (breakdown, final)
1 GALLION } VARIABLE SEQUENCE
2 HYSTER }
3 RAY-GO }
4

Name of Paver BLAW KNOX 220
Paving 32' width 2" depth
Location
(a) Lineal Sta. 1205+50 to Sta 1163+25'
(b) Panel Location RT.
Lift Base x Top
Compaction NUCLEAR 90.7 93.0 92.4
91.7 92.7 91.1 90.9 89.8 89.7 92.4
AVE 91.5
Laydown conditions CTB SURFACE IS ROUGH
Ave. Speed of Paver VAR. ft./min.
Continuous Erratic x

Weather Conditions: Sunny ✓ Intermittent Clouds Cloudy
Windy Showers Rain Other

REMARKS:

CONTRACT NO. 7554

DRUM DRYER AC PLANT & STREET LAYDOWN OPERATION
CHRONOLOGICAL DATA

Date Tue 10-24-72 Time Period 7:30 (AM ~~PM~~) to 4:30 (~~AM~~, P)

Drum Dryer AC Plant Operation

Pyrometer Temp. 245
AC Mix Temp. (at outlet) 225
Stack Temp.
Brand & Grade Asphalt Doug. 120-150
Moisture % Aggr. (Priot to mix) 6.2
Moisture % in Mix 2.1
Plant Setting for Mix
(a) Asphalt % 5.86
(b) Coarse Aggr. % 42
(c) Fine Aggr. % 58
Sample and Testing
(a) Field Test Nos. 20-21-22
(b) Salem Lab Nos. 69454-69453-69455
Rate of Production (Tons/Hr.) 320
Plant Operation
(a) Continuous 6:00 Hrs.
(b) Intermittent 9:00 Hrs.
(c) Down Time 3:00 Hrs.
(Explain reason for downtime in Remarks.)
Source of Aggregate Eagle Cr. Pit
Type of Aggr. Gravel ✓ Quarry
Bituminous Mix Tests
(a) Asphalt % 5.75
(b) Coarse Aggr. % 37
(c) Fine Aggr. % 63
Total Mix Produced 1919
Mix Rejected 19
Mix Used 1900
Stack Emission Light ±

Street Laydown operation

Air Temp. 50° AM - 70° PM
Ground N Base Temp.
AC Mix Temp. (At laydown) 180°
Time (after laydown) Temp. Rolling (Breakdown (Finish (Completion

0
5 min.
10 min.
15 min.
20 min.
25 min.

Rollers, No., kind, use (breakdown, final)
1 GALLION } BREAKDOWN
2 HYSTER }
3 RAYGO — FINISH
4

Name of Paver BLAW KNOX 220
Paving 30' width 2" depth
Location
(a) Lineal Sta. 1103+50 to Sta 1063+50
(b) Panel Location
Lift Base x Top
Compaction NUCLEAR 92.1 88.2 94.3 96.1
95.2 95.0 87.8 92.2 93.7 90.4
93.8 AV = 92.6
Laydown conditions
Ave. Speed of Paver VAR. ft./min.
Continuous Erratic x

Weather Conditions: Sunny PM Intermittent Clouds Cloudy AM
Windy Showers Rain Other

REMARKS:

EAGLE CREEK-ESTACADA SECTION
CONTRACT NO. 7554
DRUM DRYER AC PLANT & STREET LAYDOWN OPERATION
CHRONOLOGICAL DATA

Wed.
ate 10-25-72 Time Period 8:30 (AM ~~PM~~) to 1:45 (~~AM~~

Drum Dryer AC Plant Operation

yrometer Temp. 240°
C Mix Temp. (at outlet) 220°
ack Temp.
nd & Grade Asphalt Doug 120-150
oisture % Aggr. (Priot to mix) 6.5
oisture % in Mix 1.9
Setting for Mix AM PM
sphalt % 5.86 6.86
(b) Coarse Aggr. % 42 48
(c) Fine Aggr. % 58 52
ple and Testing
) Field Test Nos. 23-24-25-26
) Salem Lab Nos. –
ate of Production (Tons/Hr.) 308
nt Operation
) Continuous 8 1/4 Hrs.
(b) Intermittent 6 3/4 Hrs.
(c) Down Time 1 1/2 Hrs.
plain reason for downtime in Remarks.)
ource of Aggregate Eagle Cr. Pit.
ype of Aggr. Gravel ✓ Quarry
ituminous Mix Tests
(a) Asphalt % 5.61
(b) Coarse Aggr. % 41
(c) Fine Aggr. % 59
otal Mix Produced 2078 Ton
ix Rejected 17 "
ix Used 2061 "
Stack Emission Light.

Street Laydown operation

Air Temp. 40° AM 55° PM
Ground N Base Temp.
AC Mix Temp. (At laydown) 190°
Time (after laydown) Temp. Rolling (Breakdown
(Finish
(Completion
0
5 min.
10 min.
15 min.
20 min.
25 min.

Rollers, No., kind, use (breakdown, final)
1 GALLION } BREAKDOWN
2 HYSTER }
3 RAYGO – FINISH
4
Name of Paver BLAW KNOX 180
Paving 30' width 2" depth
Location
(a) Lineal Sta. 1061-1104 Lt. to Sta 1191+50-1206+25 Rt.
(b) Panel Location
Lift Base x Top
Compaction NUCLEAR 94.7 95.7 93.4 94.4
94.4 92.3 92.5 90.9 91.7 91.1 92.1
TOTAL AV. = 93.1
GALLION roller removed at request of contractor
AV. = 91.7%
Laydown conditions
Ave. Speed of Paver VAR. ft./min.
Continuous Erratic x

Weather Conditions: Sunny AM Intermittent Clouds Cloudy PM
Windy Showers PM Rain Other

REMARKS:

EAGLE CREEK-ESTACADA SECTION
CONTRACT NO. 7554
DRUM DRYER AC PLANT & STREET LAYDOWN OPERATION
CHRONOLOGICAL DATA

Thur.

ate 10-26-72 Time Period 7:30 (AM ~~PM~~) to 4:45 (AM, P

Drum Dryer AC Plant Operation

yrometer Temp. 245°
C Mix Temp. (at outlet) 225° (E)
ack Temp. ______
and & Grade Asphalt Doug. 120-150
oisture % Aggr. (Priot to mix) 7.5
oisture % in Mix 1.9
Setting for Mix AM PM
Asphalt % 5.86 5.96
oarse Aggr. % 48 44
(c) Fine Aggr. % 52 56
ample and Testing
Field Test Nos. 27-28-29
(b) Salem Lab Nos. ______
ate of Production (Tons/Hr.) 262
lant Operation
(a) Continuous 4¼ Hrs.
(b) Intermittent 9¼ Hrs.
(c) Down Time 5 Hrs.
xplain reason for downtime in Remarks.)
ource of Aggregate Eagle Cr. Pit
ype of Aggr. Gravel ✓ Quarry ______
ituminous Mix Tests
(a) Asphalt % 5.9
(b) Coarse Aggr. % 42
(c) Fine Aggr. % 58
Total Mix Produced 1114
Mix Rejected 12
Mix Used 1102
Stack Emission Light

Street Laydown operation

Air Temp. 40° AM - 55° PM
Ground N Base Temp. ______
AC Mix Temp. (At laydown) 170°
Time (after laydown) Temp. Rolling (Breakdown
(Finish
(Completion

0
5 min.
10 min.
15 min.
20 min.
25 min.

Rollers, No., kind, use (breakdown, final)
1 GALLION - Brkdwn
2 HYSTER - Fnsh.
3
4
Name of Paver PF 180 & BG 41
Paving YAR. ______ width 2" depth
Location ______
* (a) Lineal Sta. 1205+25 to Sta 1255+00 RT.
(b) Panel Location ______
Lift Base ✗ Top ______
Compaction NONE TAKEN

Laydown conditions ______
Ave. Speed of Paver ______ ft./min.
Continuous ______ Erratic ______

eather Conditions: Sunny ______ Intermittent Clouds ______ Cloudy AM & PM
indy ______ Showers PM Rain ______ Other ______

EMARKS:

EAGLE CREEK-ESTACADA SECTION
CONTRACT NO. 7554
DRUM DRYER AC PLANT & STREET LAYDOWN OPERATION
CHRONOLOGICAL DATA

Fri.
ate 10-27-72 Time Period 7:30 (AM ~~PM~~) to 3:45 (~~AM~~, P

Drum Dryer AC Plant Operation

yrometer Temp. 225°
C Mix Temp. (at outlet) 225°
ck Temp. ___
ind & Grade Asphalt Doug 120-150
oisture % Aggr. (Priot to mix) 7.2
oisture % in Mix 1.5
Setting for Mix
Asphalt % 5.96
Coarse Aggr. % 44
Fine Aggr. % 56
mple and Testing
Field Test Nos. 30-31
Salem Lab Nos. –
te of Production (Tons/Hr.) 157
nt Operation
(a) Continuous 3¾ Hrs.
(b) Intermittent 8½ Hrs.
(c) Down Time 4½ Hrs.
xplain reason for downtime in Remarks.)
urce of Aggregate Eagle Cr. Pit
ype of Aggr. Gravel ✓ Quarry ___
ituminous Mix Tests
(a) Asphalt % 6.27
(b) Coarse Aggr. % 39
(c) Fine Aggr. % 61
otal Mix Produced 591
ix Rejected 6
ix Used 585
Stack Emission 0

Street Laydown operation

Air Temp. 50° AM - 60° PM
Ground N Base Temp. ___
AC Mix Temp. (At laydown) 170° ___ 200°
Time (after laydown) Temp. Rolling (Breakdown
(Finish
(Completion

0
5 min.
10 min.
15 min.
20 min.
25 min.

Rollers, No., kind, use (breakdown, final)
1 GALLION – Brkdwn.
2 HYSTER – Fnsh.
3
4
Name of Paver PF 180
Paving VAR. width 2" depth
Location ___
(a) Lineal Sta. 1076 to Sta 1224
(b) Panel Location ___
Lift Base x Top ___
Compaction NUCLEAR 88.7 89.1
AV = 88.9

Laydown conditions ___
Ave. Speed of Paver VAR. ft./min.
Continuous ___ Erratic x

eather Conditions: Sunny ___ Intermittent Clouds ___ Cloudy AM & PM
indy ___ Showers ___ Rain ___ Other ___

EMARKS:

EAGLE CREEK-ESTACADA SECTION
CONTRACT NO. 7554
DRUM DRYER AC PLANT & STREET LAYDOWN OPERATION
CHRONOLOGICAL DATA

ate Mon. 10-30-72 Time Period 7:45 (AM PM) to 4:15 (AM,

Drum Dryer AC Plant Operation

yrometer Temp. 245°
C Mix Temp. (at outlet) 225°
ck Temp.
& Grade Asphalt Doug 120-150
oisture % Aggr. (Priot to mix) 8.6
Moisture % in Mix 2.1
Plant Setting for Mix
) Asphalt % 5.46
(b) Coarse Aggr. % 44
(c) Fine Aggr. % 56
e and Testing
) Field Test Nos. 32-33-34-35
(b) Salem Lab Nos. -
Rate of Production (Tons/Hr.) 348
Plant Operation
(a) Continuous 6 Hrs.
(b) Intermittent 8½ Hrs.
(c) Down Time 2½ Hrs.
xplain reason for downtime in Remarks.)
ource of Aggregate Eagle Cr. Pit
ype of Aggr. Gravel ✓ Quarry
Bituminous Mix Tests
(a) Asphalt % 5.77
(b) Coarse Aggr. % 39
(c) Fine Aggr. % 61
Total Mix Produced 2086 Ton
Mix Rejected 14 "
Mix Used 2072 "
Stack Emission Light-Med.

Street Laydown operation

Air Temp. 40° AM 55° PM
Ground N Base Temp.
AC Mix Temp. (At laydown) 200°
Time (after laydown) Temp. Rolling (Breakdown (Finish (Completion

0
5 min.
10 min.
15 min.
20 min.
25 min.

Rollers, No., kind, use (breakdown, final)
1 GALLION
2 HYSTER
3 REX
4
Name of Paver PF 220
Paving 30' width 2" depth
Location
* (a) Lineal Sta. 1063+50 to Sta 1104+09
(b) Panel Location LT.
Lift Base Top x
Compaction NUCLEAR 92.7 92.4 92.7
91.4 91.4 92.1 93.4 92.4 91.7 90.8 92.8
92.1 91.7 92.1 93.7 92.4 AVE = 92.1
Laydown conditions
Ave. Speed of Paver VAR. ft./min.
Continuous Erratic x

Weather Conditions: Sunny ✓ Intermittent Clouds Cloudy
Windy Showers Rain Other

REMARKS: * Also paved Sta. 1163+50 - 1189+75 Rt.

EAGLE CREEK-ESTACADA SECTION
CONTRACT NO. 7554
DRUM DRYER AC PLANT & STREET LAYDOWN OPERATION
CHRONOLOGICAL DATA

Date Tue. 10-31-72 Time Period 6:30 AM - 11:00 (AM ~~PM~~) to 8:30 AM. 4:00 (AM, P.

Drum Dryer AC Plant Operation

Pyrometer Temp. 245°
AC Mix Temp. (at outlet) 225°
Stack Temp.
Brand & Grade Asphalt Doug 120 - 150
Moisture % Aggr. (Priot to mix) 7.6
Moisture % in Mix 1.9
Plant Setting for Mix
(a) Asphalt % 5.46
(b) Coarse Aggr. % 42
(c) Fine Aggr. % 56
Sample and Testing AM PM
(a) Field Test Nos. 36 40
(b) Salem Lab Nos.
Rate of Production (Tons/Hr.) See Remarks
Plant Operation
(a) Continuous 5½ Hrs.
(b) Intermittent 7 Hrs.
(c) Down Time 1½ Hrs.
(Explain reason for downtime in Remarks.)
Source of Aggregate Eagle Cr. Pit
Type of Aggr. Gravel ✓ Quarry
Bituminous Mix Tests
(a) Asphalt % 6.0
(b) Coarse Aggr. % 39
(c) Fine Aggr. % 61
Total Mix Produced 1825 Ton
Mix Rejected 23
Mix Used 1802

Stack Emission
At 500 Ton/hr - Heavy
At 300-350 Ton/hr Light - Med.

Street Laydown operation

Air Temp. 40° AM - 50° PM
Ground N Base Temp.
AC Mix Temp. (At laydown) 200°
Time (after laydown) Temp. Rolling (Breakdown (Finish (Completion
0
5 min.
10 min.
15 min.
20 min.
25 min.

Rollers, No., kind, use (breakdown, final)
1 GALLION } Brkdwn.
2 REX }
3 HYSTER - Finish
4
Name of Paver
Paving 30' width 2" depth
Location
* (a) Lineal Sta. 1064+75 to Sta 1103+50
(b) Panel Location RT.
Lift Base Top x
* Compaction NUCLEAR 90.4 92.4 90.1 89.4 91.7 90.7 88.0 90.7 92.1 89.8 91.7 91.1
Av. = 90.9
Laydown conditions
Ave. Speed of Paver VAR. ft./min.
Continuous Erratic x

Weather Conditions: Sunny Intermittent Clouds Cloudy AM & PM
Windy Showers Rain Other

REMARKS: Using Douglas 120-150 Asph.
6:30 AM - 8:30 AM started Production 350 Ton/hr + Increased to 500 ton/hr by 8:30 AM

11: AM - 2:30 PM Ran at 500 ton/hr. rate.
2:30 PM - 4: PM Ran at 350 - 375 ton/hr rate.

Period 8:30 AM - 11:00 AM - Experimental Using Douglas 85-100 Asphalt. (See separate sheet)

ituminous Mix Tests
(a) Asphalt % 6.0
(b) Coarse Aggr. % 39
(c) Fine Aggr. % 61
otal Mix Produced 1825 Ton
ix Rejected 23
Mix Used 1802

Stack Emission
At 500 Ton/hr - Heavy
At 300-350 Ton/hr Light - Med.

(b) Panel Location R.T.
Lift Base ______ Top x
*1 Compaction NUCLEAR 90.4 92.4 90.1 89.4 91.7 90.7 88.0 90.7 92.1 89.9 91.7 92.4
Av. = 90.9
Laydown conditions ______
Ave. Speed of Paver VAR. ft./min.
Continuous ______ Erratic x

Weather Conditions: Sunny ______ Intermittent Clouds ______ Cloudy AM & PM
Windy ______ Showers ______ Rain ______ Other ______

REMARKS: Using Douglas 120-150 Asph.

6:30 AM - 8:30 AM started Production 350 Ton/hr + Increased to 500 ton/hr by 8:30 AM

11:AM - 2:30PM Ran at 500 ton/hr. rate.

2:30 PM - 4: PM Ran at 350-375 ton/hr rate.

Period 8:30 AM - 11:00 AM - Experimental Using Douglas 85-100 Asphalt. (See separate sheet)

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*1 ADDITIONAL NUCLEAR COMPACTION RESULTS - STA. 1191 - 1232 RT.

AV. OF TOTAL = 91.7

92.7 93.1 92.1 94.1 92.7 92.7
91.7 89.6 87.2 - PLANT OPERATING 500 T/HR. (AV. COMP. = 89.5)
- HIGHER RATE PRODUCTION RESULTS IN LOWER COMPACTION.

* Also paved sta. 1189+75 - 1234+70 Rt.
32' wide

Experimental

EAGLE CREEK-ESTACADA SECTION
CONTRACT NO. 7554
DRUM DRYER AC PLANT & STREET LAYDOWN OPERATION
CHRONOLOGICAL DATA USED DOUG. 85-100 ASPH.

Tue
Date 10-31-72 Time Period 8:30 (AM PM) to 11:00 (AM,

Drum Dryer AC Plant Operation

Pyrometer Temp. 240°
AC Mix Temp. (at outlet) 220
Stack Temp. -
Brand & Grade Asphalt Doug. 85-100
Moisture % Aggr. (Priot to mix) 7.6
Moisture % in Mix 1.3
Plant Setting for Mix
(a) Asphalt % 5.46
(b) Coarse Aggr. % 44
(c) Fine Aggr. % 56
Sample and Testing
(a) Field Test Nos. 37-38-39
(b) Salem Lab Nos. 69459 - 69460
Rate of Production (Tons/Hr.) 432
Plant Operation
(a) Continuous 2 Hrs.
(b) Intermittent 2½ Hrs.
(c) Down Time ½ Hrs.
(Explain reason for downtime in Remarks.)
Source of Aggregate Eagle Cr. Pit
Type of Aggr. Gravel ✓ Quarry
Bituminous Mix Tests
(a) Asphalt % 6.0
(b) Coarse Aggr. % 44
(c) Fine Aggr. % 56
Total Mix Produced 865 Ton
Mix Rejected 0 "
Mix Used 865 "
Stack Emission Heavy
Temp in Silo — 212°-215°

Street Laydown operation

Air Temp. 45°
Ground N Base Temp.
AC Mix Temp. (At laydown) 190-195
Time (after laydown) Temp. Rolling (Breakdown (Finish (Completion
0
5 min.
10 min.
15 min.
20 min.
25 min.

Rollers, No., kind, use (breakdown, final)
1 GALLION } Brkdwn.
2 ROX }
3 HYSTER — Finish
4
Name of Paver PF 220
Paving 32' width 2" depth
Location
* (a) Lineal Sta. 1081 to Sta 1103+50
(b) Panel Location
Lift Base Top
Compaction

Laydown conditions
Ave. Speed of Paver VAR. ft./min.
Continuous Erratic x

Weather Conditions: Sunny Intermittent Clouds Cloudy AM&PM
Windy Showers Rain Other

REMARKS:

Moisture % Aggr. (Prior to mix)

Moisture % in Mix 1.3

Plant Setting for Mix
(a) Asphalt % 5.46
(b) Coarse Aggr. % 44
(c) Fine Aggr. % 56

Sample and Testing
(a) Field Test Nos. 37-38-39
(b) Salem Lab Nos. 69459 - 69460

Rate of Production (Tons/Hr.) 432

Plant Operation
(a) Continuous 2 Hrs.
(b) Intermittent 2½ Hrs.
(c) Down Time ½ Hrs.
(Explain reason for downtime in Remarks.)

Source of Aggregate Eagle Cr. Pit

Type of Aggr. Gravel ✓ Quarry ______

Bituminous Mix Tests
(a) Asphalt % 6.0
(b) Coarse Aggr. % 44
(c) Fine Aggr. % 56

Total Mix Produced 865 Ton
Mix Rejected 0 "
Mix Used 865 "

Stack Emission Heavy

Temp in Silo — 212°-215°

(Completion
0
5 min.
10 min.
15 min.
20 min.
25 min.

Rollers, No., kind, use (breakdown, final)
1 GALLION } Brkdwn.
2 REX }
3 HYSTER — Finish
4

Name of Paver PF 220

Paving 32' width 2" depth

Location ______

* (a) Lineal Sta. 1081 to Sta 1103+50
(b) Panel Location ______

Lift Base ______ Top ______

Compaction ______

Laydown conditions ______

Ave. Speed of Paver VAR. ft./min.

Continuous ______ Erratic ×

Weather Conditions: Sunny ______ Intermittent Clouds ______ Cloudy AM & PM
Windy ______ Showers ______ Rain ______ Other ______

REMARKS:

* Also paved STA. 1189+75 — 1193+00

Experimental ([illegible])

EAGLE CREEK-ESTACADA SECTION
CONTRACT NO. 7554
DRUM DRYER AC PLANT & STREET LAYDOWN OPERATION
CHRONOLOGICAL DATA

Wed
Date 11-1-72 Time Period 11:00 (AM PM) to 1:00 (P.M.)

Drum Dryer AC Plant Operation

Pyrometer Temp. 300°
AC Mix Temp. (at outlet) 260°
Stack Temp. ____
Brand & Grade Asphalt Doug. 120-150
Moisture % Aggr. (Priot to mix) 7.4
Moisture % in Mix 1.0
Plant Setting for Mix
(a) Asphalt % 5.46
(b) Coarse Aggr. % 44
(c) Fine Aggr. % 56
Sampling and Testing
(a) Field Test Nos. 43
(b) Salem Lab Nos. 69461
Rate of Production (Tons/Hr.) 300
Plant Operation
(a) Continuous 1:00 Hrs.
(b) Intermittent 2:00 Hrs.
(c) Down Time 1:00 Hrs.
(Explain reason for downtime in Remarks.)
Source of Aggregate Eagle Cr Pit.
Type of Aggr. Gravel X Quarry ____
Bituminous Mix Tests
(a) Asphalt % 5.22
(b) Coarse Aggr. % 37
(c) Fine Aggr. % 63
Total Mix Produced 300
Mix Rejected —
Mix Used 300

Temp Truck at Silo 250°
" " " Paver 240°
" Behind Paver 235°
(Temp Asphalt 335°)

Street Laydown operation

Air Temp. 45°
Ground N Base Temp. ____
AC Mix Temp. (At laydown) 235
Time (after laydown) Temp. Rolling (Breakdown (Finish (Completion
0
5 min.
10 min.
15 min.
20 min.
25 min.

Rollers, No., kind, use (breakdown, final)
1
2
3
4
Name of Paver
Paving ____ width ____ depth
Location ____ ____
(a) Lineal Sta. ____ to Sta ____
(b) Panel Location ____
Lift Base ____ Top ____
Compaction ____

Laydown conditions ____
Ave. Speed of Paver ____ ft./min.
Continuous ____ Erratic ____

Weather Conditions: Sunny ____ Intermittent Clouds ____ Cloudy X
Windy ____ Showers ____ Rain ____ Other ____

REMARKS: Experimental - Raised Temperature to 235 laydown stack emission was heavy.

Burner not operating efficiently so did not go to higher temperatures at this time due to heavy emissions. Burners are to be corrected before going higher.

GLE CREEK-ESTACADA SECTI

CONTRACT NO. 7554

DRUM DRYER AC PLANT & STREET LAYDOWN OPERATION

CHRONOLOGICAL DATA

Wed.

Date 11-1-72 Time Period 6:30AM —— 11:00AM 1:00 PM (~~AM PM~~) to 4:00 PM (~~AM PM~~)

Drum Dryer AC Plant Operation

Pyrometer Temp. 250°-240°

AC Mix Temp. (at outlet) 230-220

Stack Temp. –

Brand & Grade Asphalt Doug 120-150

Moisture % Aggr. (Priot to mix) 7.4

Moisture % in Mix 2.3

Plant Setting for Mix

(a) Asphalt % 5.46

(b) Coarse Aggr. % 44

(c) Fine Aggr. % 56

Sample and Testing

(a) Field Test Nos. 41-42-44

(b) Salem Lab Nos. –

Rate of Production (Tons/Hr.) 334

Plant Operation

(a) Continuous 6 3/4 Hrs.

(b) Intermittent 7 1/2 Hrs.

(c) Down Time 3/4 Hrs.

(Explain reason for downtime in Remarks.)

Source of Aggregate Eagle Cr Pit.

Type of Aggr. Gravel ✓ Quarry ______

Bituminous Mix Tests

(a) Asphalt % 5.22

(b) Coarse Aggr. % 37

(c) Fine Aggr. % 61

Total Mix Produced 2272

Mix Rejected 16

Mix Used 2256

Street Laydown operation

Air Temp. 40°AM - 50°AM

Ground N Base Temp. 46°F

AC Mix Temp. (At laydown) 200°

Time (after laydown) Temp. Rolling (Breakdown (Finish (Completion

0

5 min.

10 min.

15 min.

20 min.

25 min.

Rollers, No., kind, use (breakdown, final)

1 GALLION } - Brkdwn

2 REX }

3 HYSTER - Finish

4

Name of Paver PF 220

Paving 32' width 2" depth

Location ______

* (a) Lineal Sta. 1234+70 to Sta 1253+00

(b) Panel Location RT.

Lift Base ______ Top x

Compaction NUCLEAR AV. OF 12 TESTS = 92.0

Laydown conditions ______

Ave. Speed of Paver VAR. ft./min.

Continuous x Erratic ______

Weather Conditions: Sunny ______ Intermittent Clouds ______ Cloudy X

Windy ______ Showers ______ Rain ______ Other ______

REMARKS:

Aggr. Gravel ✓ Quarry ______

ous Mix Tests

halt % 5.22

rse Aggr. % 37

e Aggr. % 61

x Produced 2272

ected 16

d 2256

Paving 32 width 2" depth

Location ______

* (a) Lineal Sta. 1234+70 to Sta 1253+00

(b) Panel Location RT.

Lift Base ______ Top ✓

Compaction NUCLEAR AV. OF 12 TESTS =

92.0

Laydown conditions ______

Ave. Speed of Paver VAR. ft./min.

Continuous X Erratic ______

Conditions: Sunny ______ Intermittent Clouds ______ Cloudy X

______ Showers ______ Rain ______ Other ______

s:

o PAVED STA. 1249+00 - 1186+00 (30' wide)

TER BOILS NOTED IN FIRST TWO LOADS WHICH WERE AT A HIGHER TEMP.

EAGLE CREEK-ESTACADA SECTI
CONTRACT NO. 7554
DRUM DRYER AC PLANT & STREET LAYDOWN OPERATION
CHRONOLOGICAL DATA

Thur
Date 11-2-72 Time Period 7:00 (AM ~~PM~~) to 4:00 (~~A.M.~~

Drum Dryer AC Plant Operation

Pyrometer Temp. 240
AC Mix Temp. (at outlet) 220
Stack Temp. -
Brand & Grade Asphalt Doug. 120-150
Moisture % Aggr. (Priot to mix) 7.3
Moisture % in Mix 2.1
Plant Setting for Mix
(a) Asphalt % 5.46
(b) Coarse Aggr. % 44
(c) Fine Aggr. % 56
Sampling and Testing
(a) Field Test Nos. 45-46-47-48-49
(b) Salem Lab Nos. -
Rate of Production (Tons/Hr.) 282
Plant Operation
(a) Continuous 7:00 Hrs.
(b) Intermittent 9:00 Hrs.
(c) Down Time 2:00 Hrs.
(Explain reason for downtime in Remarks.)
Source of Aggregate Eagle Cr Pit
Type of Aggr. Gravel X Quarry
Bituminous Mix Tests
(a) Asphalt % 6.8
(b) Coarse Aggr. % 39
(c) Fine Aggr. % 61
Total Mix Produced 2009
Mix Rejected 31
Mix Used 1978

Street Laydown operation

Air Temp. 40°AM 50°PM
Ground N Base Temp.
AC Mix Temp. (At laydown) 195°
Time (after laydown) Temp. Rolling (Breakdown (Finish (Completion

0
5 min. -
10 min.
15 min.
20 min.
25 min.

Rollers, No., kind, use (breakdown, final)
1 GALLION } Brkdwn
2 REX }
3 HYSTER - Finish
4
Name of Paver PF 220
Paving 30' width 2" depth
Location
* (a) Lineal Sta. 1186 to Sta 1163
(b) Panel Location
Lift Base Top x
Compaction AV. OF 15 NUCLEAR TESTS = 94.6 %

Laydown conditions
Ave. Speed of Paver VAR. ft./min.
Continuous x Erratic

Weather Conditions: Sunny Intermittent Clouds Cloudy X
Windy Showers X Rain Other

REMARKS:

Test Nos. [illegible]
Lab Nos. —
Production (Tons/Hr.) 287
Operation
Continuous 7.00 Hrs.
Intermittent 9.00 Hrs.
Down Time 2.00 Hrs.
(Give reason for downtime in Remarks.)
of Aggregate Eagle Cr Pit
Aggr. Gravel X Quarry
Bituminous Mix Tests
Asphalt % 6.8
Coarse Aggr. % 39
Fine Aggr. % 61
Mix Produced 2009
Rejected 31
Used 1978

Rollers, No., kind, use (breakdown, final)
1 GALLION } Brkdwn
2 KOX }
3 HYSTER - Finish
4
Name of Paver PF 220
Paving 30' width 2" depth
Location
* (a) Lineal Sta. 1186 to Sta 1163
(b) Panel Location
Lift Base Top x
Compaction AV. OF 15 NUCLEAR TESTS = 94.6 %
Laydown conditions
Ave. Speed of Paver VAR. ft./min.
Continuous x Erratic

Weather Conditions: Sunny Intermittent Clouds Cloudy X
Showers X Rain Other

REMARKS:

* Also paved Sta. 1163+25 - 1121+75 Rt. (Using PF 180 + BG 41 paving laydown machines in echelon.
11' wide 11' wide

CONTRACT NO. [illegible]

DRUM DRYER AC PLANT & STREET LAYDOWN OPERATION
CHRONOLOGICAL DATA EXPERIMENTAL 60/70 UNION

Date Fri. 11-3-72 Time Period 9^{00} (AM ~~PM~~) to 11^{00} (AM P
plus ½ hour delay waiting on Trucks

Drum Dryer AC Plant Operation

Pyrometer Temp. 245-250°
AC Mix Temp. (at outlet) 225°
Stack Temp. 425°
Brand & Grade Asphalt Union 60-70
Moisture % Aggr. (Priot to mix) 1.5%
Moisture % in Mix 2.1%
Plant Setting for Mix
(a) Asphalt % 5.46
(b) Coarse Aggr. % 44%
(c) Fine Aggr. % 56%
Sample and Testing
(a) Field Test Nos. 50 & 51
Salem Lab Nos. Data sheet 69462
Rate of Production (Tons/Hr.) 385
Plant Operation
(a) Continuous Hrs.
(b) Intermittent 1½ Hrs.
(c) Down Time ½ Hrs.
(Explain reason for downtime in Remarks.)
Source of Aggregate Eagle Cr. Gravel
Type of Aggr. Gravel X Quarry
Bituminous Mix Tests
(a) Asphalt % 5.52
(b) Coarse Aggr. % 39.
(c) Fine Aggr. % 61
Total Mix Produced 500
Mix Rejected —
Mix Used 500
Stack Emission — Heavy.

Street Laydown operation

(9^{45} - 11^{00} [illegible] Test Time)

Air Temp. 50° AM 60° PM
Ground N Base Temp. 50° · 55° "
AC Mix Temp. (At laydown) 180°

Time (after laydown)	Temp.	Rolling (Breakdown (Finish (Completion
	10:20	
0	180	
5 min.	170	
10 min.	155	
15 min.	140	
20 min.	125	
25 min.	112	
30	105	

Rollers, No., kind, use (breakdown, final)
1 Gallion
2 Rex } BD
3 Hyster F
4
Name of Paver PF 220
Paving 22" width 2" depth
Location
(a) Lineal Sta. 1134+00 to Sta 1124+00
(b) Panel Location LL.
Lift Base X Top
Compaction 89.4% average of 6 Tests
Laydown conditions
Ave. Speed of Paver Variable ft./min.
Continuous X Erratic

Weather Conditions: Sunny Intermittent Clouds Cloudy
Windy Showers PM Rain AM — Other

REMARKS:

Density behind screed 1133+85 - 76.8%
Breakdown roller - 89.1%

CONTRACT NO. [illegible]

DRUM DRYER AC PLANT & STREET LAYDOWN OPERATION
CHRONOLOGICAL DATA

Fri

Date 11-3-72 Time Period 6^{30} 11^{00} (AM ~~PM~~) to 9^{00} 3^{30} (~~AM~~, P

Drum Dryer AC Plant Operation

Pyrometer Temp. 245-250°
AC Mix Temp. (at outlet) 225°
Stack Temp. 425°
Brand & Grade Asphalt Doug. 120-150
Moisture % Aggr. (Priot to mix) 7.2%
Moisture % in Mix 2.3%

Plant Setting for Mix
(a) Asphalt % 5.46 PM 6.15
(b) Coarse Aggr. % 44
(c) Fine Aggr. % 56

Sample and Testing
(a) Field Test Nos. 52
(b) Salem Lab Nos. —
Rate of Production (Tons/Hr.) 415

Plant Operation
(a) Continuous ______ Hrs.
(b) Intermittent 4 1/4 Hrs.
(c) Down Time 2 1/4 Hrs.
(Explain reason for downtime in Remarks.)
Source of Aggregate Eagle Cr.
Type of Aggr. Gravel X Quarry ______

Bituminous Mix Tests
(a) Asphalt % 6.5%
(b) Coarse Aggr. % 35%
(c) Fine Aggr. % 65%
Total Mix Produced 1973.5
Mix Rejected 6.0
Mix Used 1967.5

Street Laydown operation

Air Temp. 50° - 60°
Ground N Base Temp. 50 - 55°
AC Mix Temp. (At laydown) 185°

Time (after laydown)	Temp.	Rolling (Breakdown (Finish (Completion
	1 44	60° Air Not Raining
0	185	
5 min.	175	
10 min.	165	
15 min.	155	
20 min.	140	
25 min.	130	
30	120	

Rollers, No., kind, use (breakdown, final)
1 Gallion, } B.D.
2 Rex }
3 Hyster F.
4

Name of Paver PF220
Paving 22' width 2" depth
Location ______
(a) Lineal Sta. 1066+30 to Sta 1047+65
(b) Panel Location Rt
Lift Base X Top ______
Compaction Average 41.7

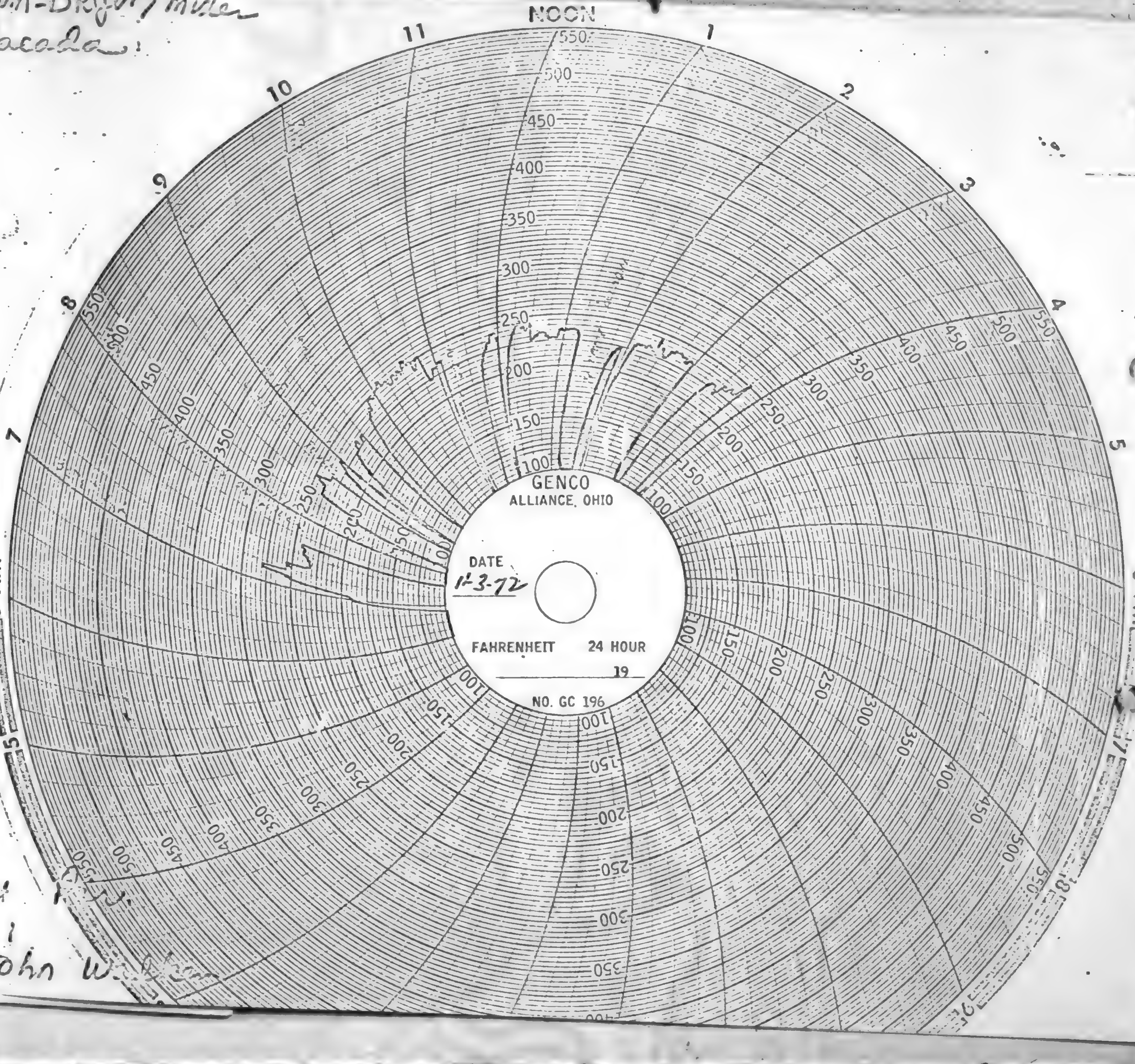
Laydown conditions ______
Ave. Speed of Paver Variable ft./min.
Continuous X Erratic ______

Weather Conditions: Sunny ______ Intermittent Clouds ______ Cloudy ______
Windy ______ Showers PM Rain AM — Other ______

REMARKS:

1157+90 – 1104+00 Lt.
1121+75 – 1108+50 Rt
Broadway Intersection } PF520
Beech

DRUM-DRYER/mixer
Estacada!



GENCO
ALLIANCE, OHIO

DATE 1-3-72

FAHRENHEIT 24 HOUR

19

NO. GC 196

Const! [illegible]
after!
John W

DRUM DRYER AC PLANT & STREET LAYDOWN OPERATION
CHRONOLOGICAL DATA

re 11-4-72 Time Period 6^{45} (AM ~~PM~~) to 8^{00} (AM, P

Drum Dryer AC Plant Operation

rometer Temp. 245°
Mix Temp. (at outlet) 225°
ck Temp. 445°
nd & Grade Asphalt Doug. 120-150
isture % Aggr. (Priot to mix) 7.2
isture % in Mix 1.6
nt Setting for Mix
) Asphalt % 6.15%
) Coarse Aggr. % 44
) Fine Aggr. % 56
ple and Testing
) Field Test Nos. 53
) Salem Lab Nos. —
e of Production (Tons/Hr.) 360
nt Operation
) Continuous 1¼ Hrs.
) Intermittent — Hrs.
) Down Time — Hrs.
plain reason for downtime in Remarks.)
rce of Aggregate Eagle Creek
e of Aggr. Gravel X Quarry
minous Mix Tests
) Asphalt % 6.2
) Coarse Aggr. % 41
) Fine Aggr. % 59
al Mix Produced 450
Rejected —
Used 450

Street Laydown operation

Air Temp. 54°
Ground N Base Temp. 53°
AC Mix Temp. (At laydown) 200°
Time (after laydown) Temp. Rolling (Breakdown (Finish (Completion

Time	Temp.	Rolling
0	8:00 AM 200°	B.D.
5 min.	200°	
10 min.	190°	
15 min.	185°	
20 min.	170°	
25 min.	160°	F.
30 min	150	

Rollers, No., kind, use (breakdown, final)
1 Galion } BD
2 Rex
3 Hyster F.
4
Name of Paver Blawknox PF220
Paving 22' width 2' depth
Location
(a) Lineal Sta. 1044+75 to Sta 1047+50
(b) Panel Location LEFT
Lift Base X Top
Compaction Average of 15 Tests 94.4%
Laydown conditions
Ave. Speed of Paver Variable ft./min.
Continuous x Erratic

ther Conditions: Sunny Intermittent Clouds Cloudy PM
ty Showers PM Rain AM Other

MARKS:

Normal operation.

DRUM DRYER AC PLANT & STREET LAYDOWN OPERATION
CHRONOLOGICAL DATA

Date 11-4-72 Time Period 8⁰⁰ (AM ~~PM~~) to 10¹⁵ (AM, P

Drum Dryer AC Plant Operation

Pyrometer Temp. 250°-255°
AC Mix Temp. (at outlet) 230°-235°
Stack Temp. 445
Brand & Grade Asphalt 85-100 Union
Moisture % Aggr. (Priot to mix) 7.2
Moisture % in Mix 1.5
Plant Setting for Mix
(a) Asphalt % 6.15
(b) Coarse Aggr. % 44
(c) Fine Aggr. % 56
ample and Testing
(a) Field Test Nos. 54 & 55
(b) Salem Lab Nos. 69463 & 69464
ate of Production (Tons/Hr.) 375
lant Operation
(a) Continuous 2¼ Hrs.
(b) Intermittent – Hrs.
(c) Down Time – Hrs.
Explain reason for downtime in Remarks.)
ource of Aggregate Eagle Creek
ype of Aggr. Gravel X Quarry
ituminous Mix Tests
(a) Asphalt % 6.2
(b) Coarse Aggr. % 42
(c) Fine Aggr. % 58
otal Mix Produced 850
ix Rejected –
ix Used 850

Stack Emission – Heavy

Street Laydown operation

Air Temp. 52°
Ground N Base Temp. 54°
AC Mix Temp. (At laydown) 205°
Time (after laydown) Temp. Rolling (Breakdown (Finish (Completion

Time (after laydown)	Temp. 8⁴¹	Rolling
0	205°	B.D.
5 min.	197°	
10 min.	175°	
15 min.	160°	
20 min.	150°	F.
25 min.	140°	
30 "	132°	

Rollers, No., kind, use (breakdown, final)
1 Galion } B.D.
2 Rex } B.D.
3 Hyster F.
4

Name of Paver Blaw Knox PF220
Paving 23' width 2" depth
Location
(a) Lineal Sta. 1047+50 to Sta 1032+50
(b) Panel Location Right to Left
Lift Base X Top
Compaction 6 Test 92.7% Aver.

Laydown conditions
Ave. Speed of Paver variable ft./min.
Continuous X Erratic

eather Conditions: Sunny Intermittent Clouds Cloudy
indy Showers Rain Other

EMARKS:

Temp. Truck at Plant 210°-215°
" Behind Paver 195°-200°

Using this asphalt stack emission was heavy, using standard asphalt emission was moderate.

DRUM DRYER AC PLANT & STREET LAYDOWN OPERATION
CHRONOLOGICAL DATA

Date Sat. 11-4-72 Time Period 10^{15} (AM ~~PM~~) to 2^{00} (A.M. P.

Drum Dryer AC Plant Operation

Pyrometer Temp. 245 - 225 *
AC Mix Temp. (at outlet) 225° - 200 *
Stack Temp. —
Brand & Grade Asphalt Doug. 120-150
Moisture % Aggr. (Priot to mix) 7.2
Moisture % in Mix 2.5
Plant Setting for Mix
(a) Asphalt % 6.15
(b) Coarse Aggr. % 44
(c) Fine Aggr. % 56
Sample and Testing
(a) Field Test Nos. 56
(b) Salem Lab Nos. —
~~Rate of Production (Tons/Hr.)~~ 300
Plant Operation
(a) Continuous 3½ Hrs.
(b) Intermittent — Hrs.
(c) Down Time ½ Hrs.
(Explain reason for downtime in Remarks.)
Source of Aggregate Eagle Creek
Type of Aggr. Gravel X Quarry
Bituminous Mix Tests
(a) Asphalt % 6.2
(b) Coarse Aggr. % 37
(c) Fine Aggr. % 63
Total Mix Produced 967
Mix Rejected 22
Mix Used 945

Street Laydown operation

Air Temp. 12^{00} PM 60°F
Ground N Base Temp. 60°F
AC Mix Temp. (At laydown) 190°

Time (after laydown)	Temp.	Rolling (Breakdown (Finish (Completion
	Sta. 1000+50 12:45	
0	190	B.D.
5 min.	175	
10 min.	165	roller interference
15 min.	170	
20 min.	160	F.
25 min.	145	
30 min.	125	

Rollers, No., kind, use (breakdown; final)
1 Galion } B.D.
2 Rex
3 Hyster F.
4
Name of Paver Blaw Knox PF220
Paving 22' width 2" depth
Location
(a) Lineal Sta. 1028+50 to Sta 985+45
(b) Panel Location Left to Right
Lift Base X Top
Compaction Ave. 2 Tests 95.5% *

Laydown conditions
Ave. Speed of Paver variable ft./min.
Continuous X Erratic

Weather Conditions: Sunny Intermittent Clouds Cloudy
Windy Showers X Rain X Other

REMARKS:

Additional Sta. 972+00 to Sta. 974+40 Left, 22' wide, 2" dep

additional Temp. checks.

~~1^{35}~~	~~190°~~	2^{27}	185°
1^{40}	185°	2^{32}	175°
1^{42}	175°	2^{37}	165°
1^{50}	170°	discontinued check.	
1^{55}	160°		
2^{00}	150°		
2^{05}	135°		

Breaker coil) at 2 PM

is finished

(c) Down Time 1/2 Hrs.
(Explain reason for downtime in Remarks.)
Source of Aggregate Eagle Creek
Type of Aggr. Gravel X Quarry ____
Bituminous Mix Tests
(a) Asphalt % 6.2
(b) Coarse Aggr. % 37
(c) Fine Aggr. % 63
Total Mix Produced 967
Mix Rejected 22
Mix Used 945

4
Name of Paver Blaw Knox PF220
Paving 22' width 2" depth
Location ____
(a) Lineal Sta. 1028+50 to Sta 985+45
(b) Panel Location Left to Right
Lift Base x Top ____
Compaction Ave. 2 Tests 95.5% ±
Laydown conditions ____
Ave. Speed of Paver variable ft./min.
Continuous X Erratic ____

Weather Conditions: Sunny ____ Intermittent Clouds ____ Cloudy ____
Windy ____ Showers X Rain X Other ____

REMARKS:

Additional Sta. 972+00 to Sta. 974+40 Left, 22' wide, 2" dep

additional Temp. checks.

~~1^{35} 190°~~
1^{40} 185°
1^{45} 175°
1^{50} 170°
1^{55} 160°
2^{00} 150°
2^{05} 135°
2^{27} 185°
2^{32} 175°
2^{37} 165°
discontinued check.

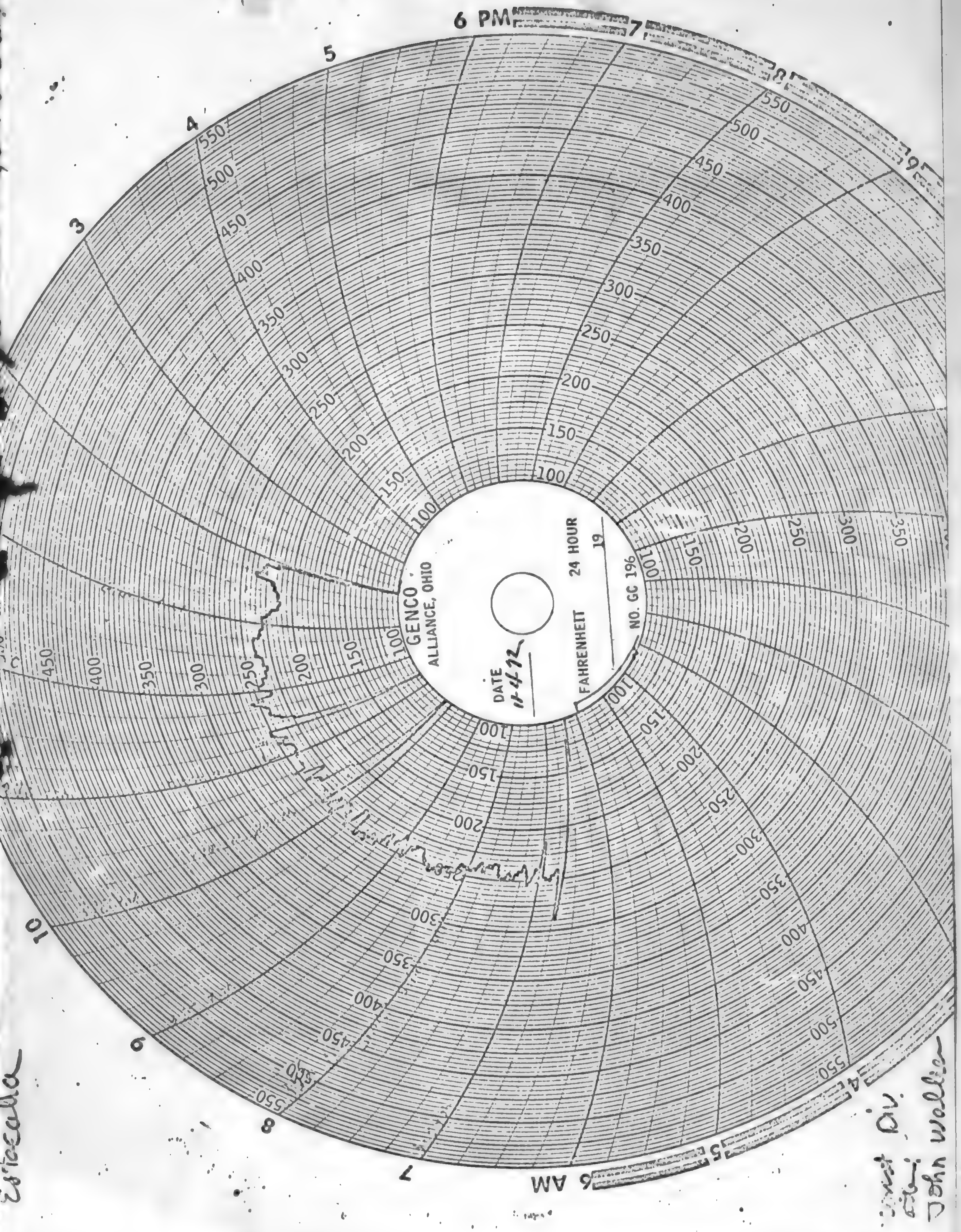
Plant Breakdown (circuit Breaker coil) at 2 PM

[illegible] people out to check burner system and stack emission. Tonnage increased from 380 to 500 Ton/hr., no cha

[illegible] controlled, stack emission was changed from moderately

[illegible] mix Temp. to 300° [illegible]

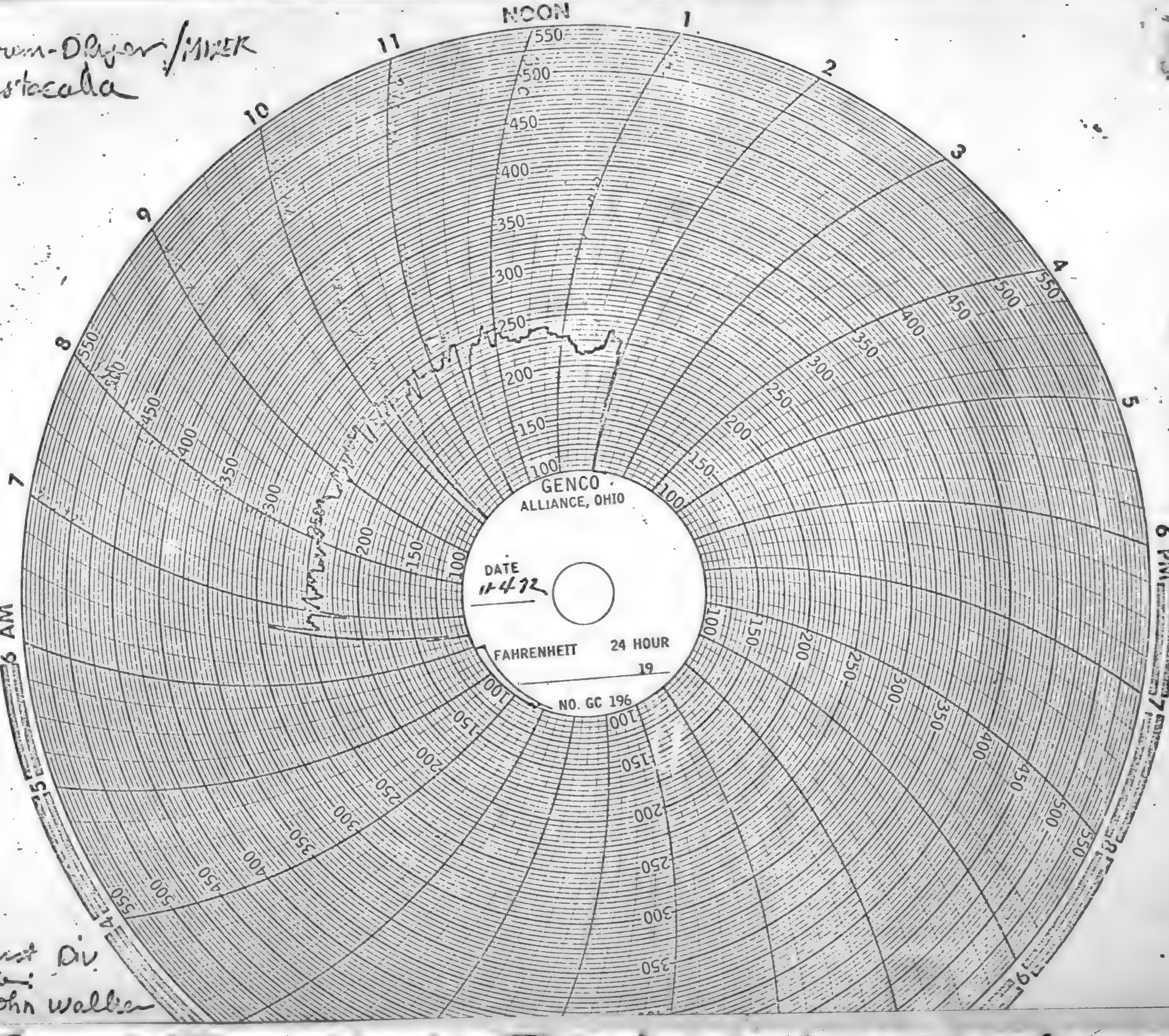
[illegible] is finished



Estacada

First Div.
[illegible]
John Walker

Drum-Dryer/MIXER
Estacada



West Div.
Attn:
John Waller

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5

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 3, 1972

SUBJECT: Traffic Line Striping
Eagle Creek-Estacada Section
Clackamas Highway
Contract No. 7554

To: L. W. Bulien
Region Engineer

FROM: C T Keasey
C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

Your proposal to revise the striping between Folsom Road and Heiple Road on the subject project to provide a short four-lane section for passing opportunity has been reviewed with Administration and is not approved.

It is felt that the combination of the county road grade crossings at each end of this section and the loss of shoulder width at the channelized areas creates too much hazard in the passing maneuver.

Please stripe according to the plan.

CTK:fw

cc A. E. Johnson

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OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1972

SUBJECT: Drier Drum Mix Paving
Contract #7554

To: A. E. Harwood
Regional Construction Engineer
P. O. Box 02157
Portland, Oregon 97202

A. E. JOHNSON

Your letter of October 20, 1972 indicated that test panels at temperatures near 230°F will be laid on the Estacada project. We feel that a complete evaluation of the drier-drum mix process requires some pavement lay down at higher temperatures. Panels should be laid at the standard specification minimum of 250°F and at the maximum of 300°F.

If drier-drum mixing is to be considered on future contract projects, we should have information regarding the drying and heating capability of the system. In the past we have found that in most cases aggregate must be dried at higher temperatures. When aggregates of high absorption or poor asphalt aggregate adhesion are used in paving, it is necessary to increase drying temperatures and reduce aggregate moisture to less than one percent.

Higher mixing temperatures will certainly result in increased heating costs and possibly increase air pollution from the plant burner. Asphalt oxidation or hardening during mixing will also increase to some extent from increased temperatures. Compaction and mix workability at lay down should improve. The effect of some of these changes is part of the information needed from the experimental project. Complete records for each trial mix condition is essential.

JOHN C. JENKINS
Engineer of Materials & Research

By

J. E. WILSON, Jr.
Asst. Engineer of Materials
and Research

cc: A. E. Johnson
E. S. Hunter
C. T. Keasey
L. Rulien
T. G. Alsbury
W. L. Ivie

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ASSISTANT STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: October 31, 1972

SUBJECT:

To: C. T. KEASEY
Construction Engineer

NOTED
A. E. JOHNSON

FROM: L. W. RULIEN
Regional Engineer

SUBJECT: Striping and Passing Opportunities
Eagle Creek-Estacada Section
Clackamas Highway
Contract 7554

We originally worked up the project for revision of the Clackamas Highway between Eagle Creek and Estacada on a four-lane basis. However, this is a bond job along with some other projects. There became a press for the dollars and this project was cut back to two lanes with channelization at the public road intersections with the exception of a four-lane city street section in Estacada. It appears that the project would operate better if we striped for four lanes between Folsom Road and Heiple Road at the cost of shoulder width and at the gain of passing opportunities.

I attach a sketch and letter from our traffic engineer. Will you please review and advise if you agree, in which case we will stripe it in the suggested manner. This highway does carry a lot of logging trucks. Also, it does have weekend surges of recreational vehicles. The loss of passing opportunities due to the channelization at these locations would be detrimental to its functioning.

LWR/cr
Attachments
cc A. E. Johnson
T. G. Alsbury

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A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
A. E. JOHNSON

Salem, Oregon
October 12, 1972

SUBJECT: Asphalt Concrete Samples for Evaluation of Drier Drum Mixing Contract #7554

To: A. E. Harwood
Region Construction Engineer
P. O. Box 02157
Portland, Oregon 97202

Several series of asphalt concrete mix samples will be needed for laboratory evaluation of the drier drum mix pavement on the Eagle Cr.-Estacada project. It is suggested that a series of samples be submitted for testing for each trial mix condition. Testing should include analysis for gradation, asphalt content, compaction, void content, index of retained strength, moisture content and reclaimed asphalt penetration and ductility. The samples can also be used for record or check testing.

The following is a list of samples which are required for each series of tests. A minimum of three samplings or series of tests is recommended for each trial mix condition.

1. A 25 pound sample of mix sampled directly from the silo for gradation, asphalt content, index of retained strength and reclaimed asphalt.

2. A 1 quart portion of the silo sample immediately sealed in a friction lid can for moisture content.

3. A 1 quart sample of asphalt obtained from the plant storage tank just prior to mix sampling for complete test.

4. Two cores from the pavement represented by the mix sample for void content and compaction test.

Mix conditions which we feel should be evaluated on the project are listed below. The listed changes are for the standard mix, design #72-13134, which uses 3/4"-1/4" and 1/4"-0 aggregate, Douglas 120-150 asphalt, 230°F ± mix temperature and 3 percent maximum mix moisture.

1. Mix with reduced moisture content, 1% maximum (std spec.).

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A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

2. Mix with increased temperature, 280 ± 20°F (std spec.).

3. Mix with reduced moisture and increased temperature, 1% max. and 280 ± 20°F.

4. Cold-feed F.A. separated on #10 screen, using 1/4"-#10 and #10-0 rather than 1/4"-0.

5. Cold-feed C.A. scalped on 1/2" screen, using 1/2"-1/4" rather than 3/4"-1/4".

6. Replace gravel C.A. and F.A. with high absorption quarry aggregate.

7. Use 85-100 Douglas asphalt rather than 120-150.

8. Use 60-70 Douglas asphalt rather than 120-150.

9. Use Golden Bear 85-100 asphalt from Bakersfield rather than 120-150. (Contact Mr. Don Carson at Klamath Falls who indicated they would provide a load for the project.)

10. Use Shell or Union 85-100 rather than 120-150.

It is suggested that mix temperature tests be made for each sampling of the mix for our testing and field tests. Temperature should be determined soon after mixing, possibly in the truck, and in the mat behind the paving machine. This information should be included on sample data sheets.

Moisture tests should be made on the mix sampled soon after mixing. Aggregate moisture content at the condition introduced into the drum mixer should also be determined. Both mix and aggregate samples are dried for the test to a constant weight or 24 hours at 230°F.

Since the Eagle Creek pit aggregate is of an exceptional quality with regard to asphalt-aggregate adhesion, it is important that another aggregate be used for a portion of the mix production. This will allow an evaluation of a poorer quality aggregate. Paving with these aggregates should be in the wearing surface for visual observation of the mix durability.

Check
Ductility & Pen @ all mix temps.

JOHN C. JENKINS
Engineer of Materials & Research

By

JEW:eb

cc: A. E. Johnson
C. T. Keasey
T. G. Alsbury
W. L. Ivie

J. E. WILSON, Jr.
Asst. Engineer of Materials
and Research

2. Mix with increased temperature, 280 ± 20°F (std spec.).

3. Mix with reduced moisture and increased temperature, 1% max. and 280 ± 20°F.

4. Cold-feed F.A. separated on #10 screen, using 1/4"-#10 and #10-0 rather than 1/4"-0.

5. Cold-feed C.A. scalped on 1/2" screen, using 1/2"-1/4" rather than 3/4"-1/4".

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JOHN C. JENKINS
Engineer of Materials & Research

By J. E. Wilson

J. E. WILSON, Jr.
Asst. Engineer of Materials
and Research

JEW:eb

cc: A. E. Johnson
C. T. Massey
T. G. Alsbury
W. L. Ivie

7554

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 21, 1972

To: L. W. Rulien
Region Engineer
ATTN: A. C. Harwood

SUBJECT: Eagle Signal Equipment
Eagle Creek-Estacada Section
Clackamas Highway
Contract No. 7554

FROM: C. T. Keasey
C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

The explanation offered in your letter of September 13 regarding the Eagle signal equipment furnished on the subject contract, and discussion of the matter with you, indicates that a State Force Order to furnish reliable equipment and subsequent attempt by the State to obtain credit from Eagle is probably the proper route to explore.

Please submit a State Force Order as outlined and we will review the matter with Administration for their concurrence.

CTK:fw

cc A. E. Johnson
L. E. George

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FORM E-30-X 12-67

1554

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1972

SUBJECT: Extension of "FM" Frontage Road
Eagle Creek-Estacada Section
Clackamas Highway
Contract No. 7554

To: L. W. Rulien
Region Engineer
ATTN: A. C. Harwood

FROM: C. T. Keasey
C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

The proposal from Crown Zellerbach to extend the "FM" frontage road into their chip loading area is basically approved. Please negotiate a permit as outlined in your letter of September 13, 1972. Included in the permit should be:

1. Bituminous surfacing of the entire frontage road and extension, all at permittee's expense.
2. Adjustment of drainage facilities at permittee's expense.
3. Agreement to negotiate sale of right of way occupied by portion of C-Z frontage road to C-Z.
4. Provision to provide headlight glare screen at a later date if this becomes a problem.

The plan and cross sections previously submitted are returned herewith for your use in preparation of the permit.

CTK:fw
Enc.
cc: A. E. Johnson
R. N. Bothman
D. H. Moehring
R. P. Hamilton

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ASSISTANT STATE HIGHWAY ENGINEER

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5

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

TOM McCALL
GOVERNOR

September 18, 1972

Mr. Mason Williams
P. O. Box 13122
Portland, Oregon 97218

Dear Mr. Williams:

In his absence from the state, Governor McCall has asked that I reply to your recent letter concerning the Highway Division's handling of the acquisition of a portion of your property on the Clackamas Highway.

This matter has been discussed with officials of the State Highway Division, and we are advised that you are represented by Attorney Henry L. Bauer. The accusations you have made that your signature was obtained on an option by "trickery and deceit" have been the subject of discussions between Attorney Bauer and the Highway Division's Chief Counsel. We will refrain from commenting on these discussions and would suggest that you discuss this particular matter with your attorney.

The Governor realizes that it is quite often difficult for a property owner to give up a portion of his property for public improvements such as highways, and we further realize that on occasion conflicts in personality between agency and personnel and property owners arise during the negotiations for the property.

It is Governor McCall's hope that you can understand that the work of the Highway Division of assembling the necessary lands upon which to reconstruct portions of the highway system is quite often difficult, particularly when only a portion of an owner's property is required for the highway. Acquisitions of this type, of which yours is an example, require the owner to, in addition to selling a portion of his property, alter his plans to utilize his remaining property. We are informed you have employed the services of an attorney to handle your negotiations. It would not be proper for Governor McCall to intercede in the negotiations, and hopefully your attorney will be able to conclude the matter to your satisfaction and best interest.

Sincerely,

Robert G. Davis
Executive Assistant

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SEP 19 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RGD:cm
bcc: Highway

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5

REC

FOR FI

7554

September 12, 1972

Mrs. Mae McVay
Administrative Secretary
Office of the Governor
State Capitol
Salem, Oregon

Through: Sam R. Haley, Director
Department of Transportation

Dear Mae:

Attached is a suggested reply for the Governor's consideration to Mr. Hazen Williams' letter of August 29.

The acquisition from Mr. and Mrs. Williams goes back to early 1971. The Williams signed an option to convey the property to the State in February 1971. The Highway Commission formally approved the option at the May 1971 Commission meeting; however, the Williams refused to sign the deed when it was tendered to them.

The Williams employed Attorney Henry L. Bauer in June 1971 to represent them, and in a letter dated June 11, 1971, he alleged the same mistreatment that Mr. Williams outlines in his August 2 letter to Mrs. Green. A copy of Attorney Bauer's letter was provided to Mr. Leonard Lindas, our Chief Counsel, and Mr. Lindas personally looked into the matter and replied to Attorney Bauer on June 25, 1971, and again on July 7, 1971, denying the allegations and requesting Attorney Bauer to have his clients appear so that the accused might be faced by the accuser. Attorney Bauer has not chosen to date to bring about such a meeting.

Negotiations are still underway with Attorney Bauer in an attempt to get Mr. and Mrs. Williams to execute a deed to the property. Our Right of Way people and Attorney Bauer are in complete agreement on the terms of a settlement; however, Attorney Bauer apparently has been unable to get his clients, Mr. and Mrs. Williams, to execute the necessary papers so that the State can make payment to the Williams.

Since Mr. and Mrs. Williams are represented by counsel, it would not be proper for us to negotiate further with them directly, rather we will need to continue to negotiate with Attorney Bauer, and hopefully he will be able to convince his clients to sign the necessary papers to bring the matter to a close.

If anything further is needed, please let me know.

Sincerely,

George M. Baldwin
Administrator of Highways

Attach.

cc Arlen White - This covers the same subject as your 9-1 memo to me.

Sam R. Haley
cc D. H. Moehring

DHM:jp fn

8/31 Williams to Hwy

Hwy

PLEASE RETURN TO
GEORGE M. BALDWIN

Aug. 29 1972

Governor Tom McCall

Dear Sir:- We have been funeed by the Oregon State Highway Dept.

Enclosed is our story - a duplicate of one sent to Representative Green in Washington D.C.

we have just recieved a letter from our attorney saying that the access road will be permanent & non revocable.

As our signatures on the option were obtained by trickery & deceit, and we were not allowed to read the option, I believe we should recieve exactly what we were promised.

Please tell me - how many other Oregon State departments operate in this same manner,

Sincerely,
Hazen Williams
P.O. Box 13122
Portland Ore.
97218

AUG 3 1 1972

RECEIVED
AUG 3 1 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

Open Door
Box 444
Salem Ore.

Aug 24 19

Gentlemen:- We were Buncoed by the Oregon State Highway Dep
If you are interested in shabby deals, try this one on for size. Enclosed is our story - a duplicate of one sent to Edith Green in Wash. D.C.

As our signatures on the option were obtained by trickery & deceit, and we were not allowed to read the option, I believe we should recieve exactly what we were promised. However we will settle for less because my wife's health is worth more than all the money.

We have just recieved a letter from our attorney stating that the acces road is a grant and will be permanent and non revocable, so when the papers are ready we expect to sign.

I should still like to know how they can obtain our share of the R.R. right of way without paying for it. Our attorney seems reluctant to discuss it.

Our property is located at Estacada

Tax Code	Account Number	Town Ship	Range	Description Section	1/4	1/16	Tax Lot
108-06	42601-1-2	3	4E	17	D	C	00700

RR & Highway is on West End of Property

I now wonder how many other State Departments operate in this way.

Maybe justice is for Park Lumber - Crown Zellerbach and other large companies with their own groupe of attorneys and finances to contest.

I should like to have you keep this story on file because others are getting shabby deals also.

I am trying to eliminate as much worry & tension for my wife as possible so if you need more information, please contact me at this address. Any help or suggestions will be appreciated.

Thank you.

Hazen Williams
P.O. Box 13122
Zip 97218
Portland Ore,

103-1121 Eagle Creek-Estacada Sec., of 1971
Clackamas Hwy., SE of Portland.
#7554 (Grad., pav. & struct.) #1

~~AIR 506~~

R 506 — 8/14/72, 4/1/71, 3/20/70
A 4178 — 4/1/71
R 715 — 8/14/72, 11/11/71

~~A&R 506~~

A&R 506 - 8/14/72, 4/1/71, 3/20/70
C&A 4178 - 4/1/71
RR 715 - 8/14/72, 11/11/71

[illegible] p 5 - 1972

OREGON STATE
HIGHWAY DIVISION

7554

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 30, 1972

Columbia-Willamette Air Pollution Authority
1010 N. E. Couch Street
Portland, Oregon 97232

ATTN: Mr. Wayne Hansen
Deputy Director

Gentlemen:

Mr. Emerson Page, subcontractor on the Eagle Creek-Estacada Section of the Clackamas Highway, has asked that we write to you regarding the proposed trial project using a new type of paving plant which represents a radical departure from the conventional type plant.

This method, using the "Dryer Drum Mixer", is very new, having been tried in only a few locations. Our primary interest, of course, is to see if a satisfactory paving mix can be produced from this type of plant. If it proves out, we will no doubt revise our specifications to permit the use of this process, at the option of the contractor.

I have personally observed one of these plants in full production at Lakota, North Dakota, and there was practically no visible emission of smoke or dust from any part of the plant. In fact, from a distance of about one-quarter mile, the plant did not appear to be operating even while in full production.

If this process is successful in this State in producing an acceptable asphaltic concrete mix, it should result in a considerable saving in the cost of paving our streets and highways, as well as practically eliminating any air pollution from the plant operation.

Your cooperation in permitting this operation is requested.

RECEIVED
AUG 3 1 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Very truly yours,

George M. Baldwin
Administrator of Highways

By C T Keasey
C. T. Keasey
Construction Engineer

CTK:fw
cc: Emerson B. Page
R. A. Heintz Construction Co.

bc: A. E. Johnson
E. S. Hunter

PAGE PAVING COMPANY

GENERAL HIGHWAY CONSTRUCTION .... MAILING ADDRESS: P. O. BOX 2206, SALEM, OREGON 97308

TELEPHONE 585-2686

EQUAL OPPORTUNITY EMPLOYER

EMERSON B. PAGE, PRESIDENT
ARTHUR B. WOODS, VICE-PRESIDENT
JEANNE B. PAGE, SEC.-TREAS.

B

Routing
1 Keasey
Bond
Walker
Johnsen
RECEIVED
AUG 29 1972
CONSTRUCTION SECTION
Paasch E
Glenn
Litchfield
Berg

August 28, 1972

Mr. C. T. Keasey
Construction Engineer
Oregon State Highway Dept.
State Highway Dept.
Salem, Oregon

Dear Carroll:

Enclosed please find our latest letter to the Columbia-Willamette Air Pollution Authority. Please note that we would like the Oregon State Highway Department to write a letter to them endorsing the trial of this system. We would appreciate your so doing in order that we may get the required variance in setting up a paving plant.

Very truly yours,

PAGE PAVING COMPANY

Emerson B. Page,
President

EBP:nh

Enclosure

PAGE PAVING COMPANY

GENERAL HIGHWAY CONSTRUCTION .... MAILING ADDRESS: P. O. BOX 2206, SALEM, OREGON 97308
TELEPHONE 585-2686

EQUAL OPPORTUNITY EMPLOYER

EMERSON B. PAGE, PRESIDENT
ARTHUR B. WOODS, VICE-PRESIDENT
JEANNE B. PAGE, SEC.-TREAS.

August 28, 1972

Columbia-Willamette
Air Pollution Authority
1010 N.E. Couch Street
Portland, Oregon 97232

ATTN: Wayne Hansen, Deputy Director

Gentlemen:

On August 18, 1972 we requested a variance to produce particulate matter at a new emission source. This source is in the Estacada area on a test section for the Oregon State Highway Department.

We understand from our representative Mr. C.J. Guthrie that you would like to have the following facts:

1. We would like the variance to end August 31, 1973. We could conceivably complete this project this fall, but depending upon the weather, it could possibly end next summer.
2. The project itself consists of manufacturing and placing 55,000 tons of asphaltic concrete.
3. We plan to operate as much as 10 hours per day, 6 days per week. This will vary according to the weather.
4. We are requesting that the Oregon State Highway Department confirm their attitude with regards to this contemplated test section.
5. Prior to the operation of this facility, we will submit any drawings or plans which we may have available.
6. The location of this plant is approximately 5 miles from the city of Estacada with 2 nearby residences being approximately ¼ mile away.

PAGE PAVING COMPANY

GENERAL HIGHWAY CONSTRUCTION . . . . MAILING ADDRESS: P. O. BOX 2206, SALEM, OREGON 97308

TELEPHONE 585-2686

EQUAL OPPORTUNITY EMPLOYER

EMERSON B. PAGE, PRESIDENT
ARTHUR B. WOODS, VICE-PRESIDENT
JEANNE B. PAGE, SEC.-TREAS.

7. We will plan to comply and cooperate with any alert situation with regards to public health problems.

We understand that the advisory board will meet September 7, 1972 at 3:30 p.m. at the Water Services Building, 1800 S.W. Sixth Street in Portland, We will have representation there to answer any questions you may have.

Very truly yours,

PAGE PAVING COMPANY

Emerson B. Page,
President

EBP:nh

cc: C. J. Guthrie
C. T. Keasey

Mr. Baldwin
5

RECEIVED
SEP 1 1972
FOR FILING

OREGON STATE
HIGHWAY COMMISSION

OFFICE OF GLENN L. JACKSON • % Pacific Power and Light Co. • Medford, Oregon • 97501

TOM McCALL
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
FRED W. HILL, Member
Pendleton
THADDEUS B. BRUNO, Member
Portland

7554

August 29, 1972

Honorable Edith Green
House of Representatives
Washington, D. C. 20515

Dear Edith:

This is in response to your August 15 letter requesting information concerning an acquisition by the State Highway Division from Mr. and Mrs. Hazen Williams of 6921 N. E. 63rd Avenue, Portland, Oregon. The property involved is on the Eagle Creek-Estacada Section of the Clackamas Highway in Clackamas County near Mill Road.

I am advised by the Highway Division that the same allegations made by Mr. Williams in his August 2 letter to you were made by Mr. Henry Bauer, the attorney representing Mr. and Mrs. Williams. The Chief Counsel for the Highway Division asked Attorney Bauer on two occasions to have his clients attend a meeting along with the Highway Division's Right of Way Agent so that the accused might face the accuser. Attorney Bauer has chosen not to set up such a meeting. Negotiations for the property have continued with Attorney Bauer to the end that the matter might be settled.

At the present time, Attorney Bauer and the Highway Right of Way people are in agreement on a settlement of the matter; however, Attorney Bauer has been unable to secure his clients' signatures on the necessary papers to conclude the matter. The settlement as stated in Mr. Williams' letter on page three, namely, $3,500 plus a 30-foot easement to the county road, is as verbally agreed to between Attorney Bauer and our Right of Way people. Apparently Mr. and Mrs. Williams are not in agreement with this settlement which was worked out by their counsel.

Noted
GARY L. ROSS

The State will continue negotiations with Attorney Bauer with the hope that the matter might yet be settled. If an agreement cannot be reached, it will be necessary to file an eminent domain proceeding and close the matter by that procedure.

I would suggest that you advise Mr. Williams to work with his attorney, as it is not the policy of the Highway Division to negotiate directly with a property owner when he is represented by counsel.

Sincerely,

Glenn L. Jackson
Chairman

GLJ:sn

RECEIVED
SEP 8 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
AUG 30 1972
FOR FILING

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August 28, 1972

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
920 S. W. 6th Avenue
Portland, Oregon 97204

Dear Glenn:

Attached is a suggested reply for you to send to Representative Edith Green relating to the Hazen Williams letter of August 2.

The acquisition from Mr. and Mrs. Williams goes back to early 1971, and the Williams signed an option to convey the property to the State in February of 1971. The Highway Commission formally approved the option at the May 1971 Commission meeting; however, the Williams refused to sign the deed when it was tendered to them.

The Williams employed Attorney Henry L. Bauer in June of 1971 to represent them, and in a letter dated June 11, 1971, he alleged the same mistreatment that Mr. Williams outlines in his August 2 letter to Mrs. Green. Mr. Lindas was provided a copy of Attorney Bauer's letter, and Mr. Lindas personally looked into the matter and replied to Attorney Bauer on June 25, 1971, and again on July 7, 1971, denying the allegations and requesting Attorney Bauer to have his clients appear so that the accused might be faced by the accuser. Attorney Bauer has not chosen to date to bring about such a meeting.

Negotiations are still under way with Attorney Bauer in an attempt to get Mr. and Mrs. Williams to execute a deed to the property. Our Right of Way people and Attorney Bauer are in complete agreement on the terms of a settlement; however, Attorney Bauer apparently has been unable to get his clients, Mr. and Mrs. Williams, to execute the necessary papers so that the State can make payment to the Williams.

Since Mr. and Mrs. Williams are represented by counsel, it would not be proper for us to negotiate further with them directly, rather we will need to continue to negotiate with Attorney Bauer, and hopefully he will be able to convince his clients to sign the necessary papers to bring the matter to a close.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

Att.

DHM:jp ia

bc George M. Baldwin
Tom Edwards
D. H. Moehring

H GREEN
TRICT, OREGON

OMMITTEE:
TION AND LABOR

CHAIRMAN:
AL SUBCOMMITTEE
ON EDUCATION

RICT OF COLUMBIA

Congreſs of the United States
House of Representatives
Washington, D.C. 20515

WASHINGTON OFFICE
PHONE: 225-4811

PORTLAND OFFICE
PHONE: 221-2123

August 15, 1972

Glenn L. Jackson
117 Greenway Circle
Medford, Oregon 97501

Dear Glenn:

It is not too often that I trouble you with the problems of constituents who write to me. However, in the letter from Hazen Williams which accompanies the enclosed three-page memorandum he outlines a personal family situation that prompts me to write you. I do not know Hazen Williams and there is no way of really being sure that his allegations are true. Would it be possible for you to ask some one to take a look at this situation?

He does not give a street address. His mailing address is P. O. Box 13122, Portland, Oregon, 97218.

Sincerely,

Edith

Edith Green

EG:mm
Enc.

LW

Aug. 2 1972

Dear Represenative Green;

We have been buncoed by the Oregon State Highway dept. Possibly you can give us some help. Enclosed is our story of land transaction with Agent Vern C. Priller of the Oregon State Highway Dept.

Others are also loseing their property without recieving just compensation.

As my wife is not in the best of health and I should like to remove tension as much as possible, please send any communications to box 13122 Portland post office. This refers only to this highway deal. I have enjoyed your letters and comments and look forward to recieving more.

Wheathwe or not you can help us , I appreciate your takeing time to read mymletter.

Sincerely

Hazen Williams

Is it possible to collect rent for this property - I have the title and pay the taxes.

AUG 7 [illegible]

A STATEMENT OF FACTS

On February 25th 1971, Mr. Vern Priller - Right of way agent for the Oregon State Highway Dept., came to our home for the purpose of purchaseing part of our land for a state freeway.

Mr. Priller came in, introduced himself and handed us his card saying," So you will know who to throw rocks at when this is over with". Mr Priller tells us that he is here to answer questions and help us make up our minds about signing the option. He spent some time telling us that he was an honest person to deal with and that he did not lie, that he would be in trouble if he told lies.

We asked how much of the land the highway was takeing and was told one and one half acres. We next asked how much he was offering for the land and his rasponse was 1000.00 dollars per acre plus a fencing allowence of $250.00. After some discussion he raised the price to $1500.00 per acre. When we told him we must have more than that he retorted very shortly, "That's it". We next asked how much others had been paid and was told that he was not allowed to discuss that but we were being offered more than anyone else had been paid.

When we said we did not wish to sell our land at that price Mr. Priller replied,"We are takeing your land anyway".

We found out later that the ajoining property owned by Park Lbr. company had been purchased as follows. On Dec. 23 1970 the State had paid $7250.00 for 1.3 acre. And on January 13 13 1971 $8000.00 was paid for 1.35 acre.

We spent some time discussing an access road as the highway was being built on the location of the road we had used for six and one half years and others had used it for more than 20 years. Mr. Priller told us we would not be allowed direct access to the new highway and that we had an access road, refering to one that we had abandoned because of a very steep grade up a hill. Finally Mr. Priller said

②

he was sure there would be no problem getting an access road through State property to river mill road and that he would personally see to that, leaving about 30 feet to be obtained from property owned by Josephine Hood.

Mr. Priller also said it was urgent to get the option signed as they wanted to get started on this section of the road in 4 or 5 days.

Mr. Priller did not offer to let us read the option but shoved it at me (Mr. Williams) and asked me to sign it so they could get started on the highway. I held out my hand and said "Let me see that" He immediately drew it back and said,"I'll read it to you and explain the important parts". He then quickly read over the option and(as we discovered later) omitted important parts. He shoved it at me again saying,"Sign it we have a highway to build".

We signed because we were told we were being offered more $ Than anyone else had been paid and he promised to see that we had a suitable access road which is very important to us.

Mr. Priller had omitted reading that portion of the option which deprived us of any right to an acess road or any damages for loseing that right. Also whar he had refered to as one and one half acres was stated in the option as one and one half more or less.

Nothing due Williams.
Reversion is to heirs of orig. owners.

Also no mention was made of the railroad right of way which was to revert back to the original owner or his heirs or assigns when it was no longer used as a railroad. I believe I should be paid for one half of this R.R. right of way.

As soon as the options were signed Mr. Priller hurridly folded them up and takeing them all with him, said that he would send us a copy in a day or two. After waiting three or four days and reieving no copy. we went to his office and he made us a copy.

State had possion of all copies and the opportunity to alter them.

THIS IS OUR OREGON STATE HIGHWAY DEPT. AT WORK

When they mailed us a deed to sign we had an opportunity to read that and it also abolished any access road or damages for loss of same. We refused to sign and at this time went to attorney Henry L. Bauer with our problem. He has been negotiating with them for over a year with small success. The last offer was for $3500.00 plus a 30 foot easement to River Mill road.plus they would fence the right of way. The easement offer was over state property and no assurance that it would be perpetual and non revocable. We have not accepted this offer.

The Highway Dept. claims to pay going prices in the area they are working. They are not acting in good faith by misrepresenting our offer as the largest. We were not allowed to read option. All copies of option were retained by agent Priller. Railroad property, one half of which we should be paid for was not included in the purchase. We have been offered a vague description of the land taken from us and no definate acreage. The State Highway Dept, has possesion of the right of way, rails have been removed and road has been graded. in 1971. We are a retired couple and do'nt have finances for a long legal contest. This strain and worry has aged my wife and drasticly reduced her life expectency.

Is it possible to have a Federal investigation at the peoples level and to stop highway funds comeing to Oregon until we have a hearing. Others are also recieving unfair treatment.

We expected State business to be conducted on a high level.

We have lived in and loved Oregon all of our lives, and now what a wonderful experience for OUR GOLDEN YEARS.

Please show this to all legislators from Oregon so they may know how the Oregon State Highway Dept. operated

THIS IS OUR OREGON STATE HIGHWAY DEPT. AT WORK

RECEIVED
AUG [illegible] 1972
FOR FILING

4709

FILED
AUG 23 1972
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
8-24-72 kl

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7554

August 22, 1972

Bartlett, Holm and Ellis
Attorneys at Law
808 Executive Building
Portland, Oregon 97204

Gentlemen:

We received a Notice of Claim stating that Klineline Sand and Gravel Company owes T & E Development Co., Inc., dba Len's Rigging Shop for labor and material in the amount of $193.35.

From the description given in the Notice of Claim, this appears to be against Contract No. 7554 with R. A. Heintz Construction Co. for work on the Eagle Creek-Estacada Section of the Clackamas Highway in Clackamas County.

U. S. Fidelity and Guaranty Company, 201 Oregon Bank Building, Portland, furnished the performance bond on this contract. We will advise them of this claim and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc R. A. Heintz Constr. Co.
U. S. Fidelity and Guaranty Co.

T & E Development Co., Inc.
dba Len's Rigging Shop
Rt. 1, Box 127
Eagle Creek, Oregon 97022 ✓

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTICE OF CLAIM

(Oregon Public Works)

To: State Highway Department
State of Oregon

Address: 117 State Highway Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN That the undersigned T & E Development Co., Inc., dba Len's Rigging Shop has a claim for material and labor by T & E Development Co., Inc., dba Len's Rigging Shop in the sum of one hundred ninety three and 35/100 ($193.35) as of March 31, 1972, from R. A. Heintz Company as principal and Safeco Insurance Company of America as surety or sureties for the work of Klineline Sand & Gravel Company, Oregon City, Oregon, Eagle Creek to Estacada Road Work.

Name of claimant: T & E Development Co., Inc., dba Len's Rigging Shop

By: Tikey Magionas
Address: Rt. 1, Box 127, Eagle Creek, Oregon 97022

Phone: 637-3036

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5N

8-8-72

75541

Salem, Oregon
August 14, 1972

Agenda Item 5n
August 8 Commission meeting

Mr. C. T. Keasey
Construction Engineer

Attention: Ted Litchfield

7554

RAILROAD COMPANIES
FILE No. 715

Attached are two copies of a supplemental agreement with Portland Traction Company for an additional encroachment on the Eagle Creek-Estacada Section of the Clackamas Highway in Clackamas County.

Please have the Portland Traction Company sign this agreement. We have retained a xerox copy until a fully executed original is returned for the Commission's files.

Floyd Query, Secretary

fkn
Att.

RECEIVED
SEP 6 - 1972
FOR FILING

7554

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5 e

8-8-72

August 14, 1972

City of Estacada
P. O. Box 247
Estacada, Oregon 97023

Attention: Richard O. Miller
Administrator

A+R 506

Gentlemen:

Attached for your records is a fully executed copy of a Letter of Understanding pertaining to the Eagle Creek-Estacada Section of the Clackamas Highway.

We have retained a fully executed copy of this document for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[redacted]
Att.

cc H. S. Cox
(conf. agree. att.)

S

FORM E-20-X 12-67

7554

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1972

To: C. T. Kassey
Construction Engineer
OFFICE

SUBJECT: Drier Drum Mixing of
Asphalt Concrete
Contract #7554

Asphalt Concrete Mix Design tests have been completed for the proposed use of cold feed control-drier drum mixing on the Eagle Cr.-Estacada project. Attached is Design #72-13134 for aggregates #72-11479-80 containing 3% moisture at mixing and a conventional design #995599 for completely dried aggregate.

Test results show that satisfactory asphalt-aggregate adhesion can be obtained with moist aggregate using the drum method of mixing. Index of Retained Strength at the design asphalt content is well above the design minimum of 70 percent. The test moisture content of three percent is an average for the aggregate during mixing. Temperature during mixing averaged 230°F.

It is questioned that mix produced using 3/4-1/4 and 1/4-0 for cold feed proportioning will provide a uniform gradation within our job mix tolerances. Separation of the 1/4"-0 into 1/4"-#10 and #10-0 material may be necessary to obtain sufficient gradation uniformity for our standard spec asphalt concrete quality.

The Eagle Creek pit aggregate has exceptionally good asphalt-aggregate adhesion with low water absorption, 4.69 and 2.03 percent. It is apparent that many aggregates will not be of this quality and require drying to a low aggregate moisture content at mixing. Determination of a maximum allowable moisture content for each aggregate proposed for use in drum mixing will be necessary.

JOHN C. JENKINS
Engineer of Materials & Research

By J. E. Wilson

J. E. WILSON, Jr.
Asst. Engineer of Materials
and Research

NOTED
E. S. HUNTER

Attachment

JEW:sb

cc: A. E. Johnson
E. S. Hunter
L. W. Rulien
T. G. Alsbury
D. Gano

RECEIVED
AUG 11 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form E-61—3M—6-71

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project	Eagle Creek - Estacada	Prefix No.	103-1121
Highway	Clackamas	County	Clackamas
Contractor	R. A. Heintz Const. Co. Contract No. 7554	F. A. Project No.	
Submitted by	T. G. Alsbury	Date Reported	Aug. 10, 1972
		Laboratory Charges	$27.50

REPORT ON SAMPLE OF AGGREGATE

Source of material	Klineline Pit at Eagle Creek	Sampled at	
		Date received	July 27, 1972
To be used	A/C	Quantity represented	
Sampled by	A. Anderson		
Date Sampled			
Sample Number			

TEST RESULTS

Laboratory No.	72 - 11479	Type of material	Crushed Gravel 3/4 - 1/4
Data Sheet No.	A48621	Screen opening Square	

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
3/4	0	0	
1/2	19	19	
3/8	28	47	
1/4	30	77	
4	8	85	
10	7	92	
40	3	95	
80	1	96	
200	1	97	
P200	3.1	3.1	
T-11 P200		3.4%	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)	2.84; Bulk 2.65, SSD 2.71	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines		%
Manufactured fines		%
Liquid limit: Natural fines		%
Manufactured fines		%
Fracture	95	%
Sand equivalent		
Oregon degradation: Pass No. 20		%
Height		in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.		
Absorption	2.03	%

Material as represented by this sample (~~does~~) (does not) comply with specifications, for gradation.

TEST REPORT DISTRIBUTION:

FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Regional Engineer Rulien
X Resident Engineer Alsbury
District Engineer
X Region Geologist [illegible]
Geology and Soils
X Files
X R. A. Heintz Const. Co.

John C. Jackson
Engineer of Materials

SP*66045-734

Form E-61—3M—8-71

OREGON STATE HIGHWAY DIVISION
Materials Section
Laboratory Report

Prefix No. 103-1121
Project Eagle Creek - Estacada
County Clackamas
Highway Clackamas
Contract No. 7554
F. A. Project No.
Contractor R. A. Heintz Const. Co.
Date Reported Aug. 10, 1972
Submitted by T. G. Alsbury
Laboratory Charges $34.00

REPORT ON SAMPLE OF AGGREGATE

Source of material Klineline Pit at Eagle Creek
Sampled at
Date received July 27, 1972
To be used A/C
Quantity represented
Sampled by A. Anderson
Date Sampled
Sample Number

TEST RESULTS

Type of material Crushed Gravel $\frac{1}{4}$ - 0
Laboratory No. 72 - 11480
Screen opening Square
Data Sheet No. A48622

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
3/8	0	0	
$\frac{1}{4}$	7	7	
4	10	17	
10	30	47	
40	35	82	
80	11	93	
200	3	96	
P200	4.2	4.2	
T-11 P200		9.1%	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier) 2.79, Bulk 2.49, SSD 2.61
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines %
Plasticity index: Natural fines %
Manufactured fines %
Liquid limit: Natural fines %
Manufactured fines %
Fracture
Sand equivalent %
Oregon degradation: Pass No. 20 in.
Height
Strength test, per cent of standard mortar: %
Compression
Organic Material, color plate No.
Absorption 4.69

Material as represented by this sample (does) ~~(does not)~~ comply with specifications.

TEST REPORT DISTRIBUTION:

FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Regional Engineer Rulien
X Resident Engineer Alsbury
District Engineer
X Region Geologist Gano
Geology and Soils
X Files
X R. A. Heintz Const. Co.

John C. Jackson
Engineer of Materials

SP*66045-734

OREGON STATE HIGHWAY DIVISION
Materials Section

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Laboratory No. 13134
Data Sheet No. 48621-22
Prefix 103-1121
Amount Charge 206 —
Date Received 7/27/72
Date Reported Aug. 10, 1972
Mix Type-Class B A/C

Project Eagle Cr. – Estacada
Contractor: Prime R.A. Heintz Co. Contract No. 7554 Fed. Aid No. State
Paving
Engineer: Region L.W. Rulien Resident A. Anderson
Aggregate: Source Klineline Sand & Gravel, Eagle Cr. Pit. Type Gravel
Asphalt: Brand Douglas Grade 120/150 – 85/100

MIX DESIGN PROPORTIONS:

Agg. Size	Field 3/4 – 1/4	Field 1/4 - 0		Comb. Agg. Dry Sieve[1]	Comb. Agg. Washed by Rotarex[1]	RECOMMENDED MIX PROPORTIONS Wearing Surface[2]	Base Course[2]	Shoulder Course[2]	P.M.B.B. Course
% Comb.	37	63							
1									
3/4	1.7								
1/2	32.0			12.4	12.3	11.5	11.4		
3/8				12.4	12.3	11.5	11.4		
1/4	57.0	8.5		14.2	14.1	13.2	13.1		
4	3.9	14.7		10.7	10.6	9.9	9.8		
10	3.2	34.8		23.1	22.9	21.4	21.3		
40	0.8	27.1		17.4	17.3	16.2	16.1		
200	0.5	9.7		6.3	6.2	5.9	5.9		
P200	0.9	5.2		3.5	4.3	5.0	5.0		
No. Ave.	10	18							
Asphalt Content Including		0.1		% Retention		5.4	6.0		

COMPACTION CONTROL AND VOID CONTENT DATA:

	Wearing	Base	Shoulder	P.M.B.B.
Mix Type - Course				
Bulk Sp. Gravity @ 100% Compaction	2.43	2.46		
Mix Design % Voids @ 100% Compaction	4.0	2.0		

MIX DESIGN TEST DATA: Temperature of Mixture When Mixed 230° F.

Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Douglas 85/100	4.5	5.0	5.5	6.0	6.5
Asphalt Film Thickness	Dry	Dry-Suff	Suff	Suff	Thick
Stability Value @ 1st Compaction	42	43	45	45	45
Cohesion Value @ 1st Compaction	285.	322	341	482	438
Bulk Sp. Gravity @ 1st Compaction	2.34	2.36	2.38	2.40	2.40
Percent Voids @ 1st Compaction	8.9	7.5	5.9	4.4	3.6
Stability Value @ 2nd Compaction	54	55	55	46	43
Bulk Sp. Gravity @ 2nd Compaction	2.40	2.42	2.44	2.46	2.48
Percent Voids @ 2nd Compaction	6.6	5.1	3.6	2.0	0.4
Real Gravity @ 0% Voids	2.57	2.55	2.53	2.51	2.49

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%)		4.5	5.5	6.5
Index of Ret. Str. (%) Douglas 85/100		85	86	87
120/150		70	78	81

[1] Test Gradation calculated from aggregate production averages.

[2] Design Gradation provides full job mix tolerance within broad bond grading limits (section 403.11).

FWHA
X Construction
Maintenance
X Regional Engineer Rulien
Regional Maint. Eng.
X Resident Engineer Alsbury
Soils & Geology
X Regional Geologist Gano
2 X Files
X R. A. Heintz Const. Co.

Engineer of Materials and Research

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Laboratory No. 995599
Data Sheet No. 69431
Prefix 103-1121
Amount Charge 10 —
Date Received 1/26/72
Date Reported Feb. 25, 1972

Project Eagle Cr.-Estacada Sect. Mix Type-Class "B" A/C
Contractor: Prime R.A. Heintz Co. Contract No. 455 Fed. Aid No. State
Paving
Engineer: Region L.W. Rulien Resident D.D. Rohrbaugh
Aggregate: Source Kliveline Sand & Gravel, Eagle Cr. Pit Type Gravel
Asphalt: Brand Chevron Grade 85/100

MIX DESIGN PROPORTIONS:

Agg. Size	Field 3/4-1/4	Field 1/4-0		Comb. Agg. Dry Sieve ①	Gradation - test sample washed by Rotarex ①	Wearing Surface ②	Base Course ②	Shoulder Course	P.M.B.B. Course
% Comb.	37	63							
1									
¾	1.7								
½	32.0			12.4	12.3	11.5	11.4		
3/8				12.4	12.3	11.5	11.4		
¼	57.0	8.5		14.2	14.1	13.2	13.1		
4	3.9	14.7		10.7	10.6	9.8	9.7		
10	3.2	34.8		23.1	22.9	21.2	21.2		
40	0.8	27.1		17.4	17.3	16.1	16.0		
200	0.5	9.7		6.3	6.2	5.8	5.7		
P200	0.9	5.2		3.5	4.3	5.0	5.0		
No. Ave.	10	18							
Asphalt Content Including 0.1 %Retention						5.9	6.5		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction	2.41	2.43		
Mix Design % Voids @ 100% Compaction	4.0	2.0		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 280°F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Chevron 85/100	5.0	5.5	6.0	6.5	7.0
" Film Thickness	Suff.	Suff.	Suff.	Thick	Thick
Stability Value @ 1st Compaction	33	36	56	37	46
Cohesion " " " "	182	212	237	326	341
Bulk Sp. Gravity @ 1st Compaction	2.28	2.30	2.32	2.34	2.36
Percent Voids " " "	10.2	8.7	7.2	5.6	4.1
Stability Value @ 2nd Compaction	47	46	46	43	43
Bulk Sp. Gravity @ 2nd Compaction	2.37	2.39	2.41	2.43	2.45
Percent Voids " " "	6.7	3.2	3.6	2.0	0.4
Real Gravity @ 0% Voids	2.54	2.52	2.50	2.48	2.46

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%) Chevron 85/100	5.0	6.0	7.0
Index of Ret. Str. (%)	100+	100+	100+

① Test Gradation calculated from aggregate production averages.
② Design Gradation provides full job mix tolerance within broad band grading limits (section 403.11).

FWHA
XConstruction
Maintenance
XRegional Engineer Rulien
Regional Maint. Eng.
XResident Engineer Alsbury
Soils & Geology
Regional Geologist
2XFiles
X Gano
X R. A. Heintz Const. Co.

John C. Jenkins
Engineer of Materials

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JUL 31 1972
FOR FILING

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7554

DATE July 31, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Supplemental Agreement with Portland Traction Company
Eagle Creek-Estacada Section
Clackamas Highway, Clackamas County

There will be on the agenda for the August 8 meeting a supplemental agreement with the Portland Traction Company providing for an additional encroachment on traction company property which is now required by the construction of the Eagle Creek-Estacada Section on the Clackamas Highway, Clackamas County.

This agreement extends the permit of entry granted by the Railroad on May 14, 1971, and it will involve no cost to the State.

Your approval is recommended.

TWL:dl ia

bc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
C. T. Keasey
Gary Ross
Gary Sund
T. W. Litchfield

RECEIVED
JUL 25 1972
FOR FILING

Claim 4701

FILED
JUL 21 1972
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
7-24-72 kl

S

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7554

July 20, 1972

Schetky Equipment Corporation
P. O. Box 13365
Portland, Oregon 97213

Attention: John L. Schetky, Jr.
President

Gentlemen:

This is to acknowledge receipt of a copy of your letter of July 11, 1972, advising us that Klineline Sand and Gravel Company, Inc., owes you for materials in the amount of $4,468.22.

From the description given in your letter, this appears to be in reference to the R. A. Heintz Construction Company Contract No. 7554 for work on the Eagle Creek-Estacada Section of the Clackamas Highway in Clackamas County.

The United States Fidelity and Guaranty Company furnished the performance bond on this contract. We will advise them of the receipt of this letter, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

NOTED
C. W. HEAD

cc U. S. Fidelity and Guaranty Co.
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

R. A. Heintz Constr. Co.
2035 N. E. Columbia Blvd.
Portland, Oregon 97211

bc Commission
Secretary of State- Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

SCHETKY
EQUIPMENT CORPORATION
MANUFACTURERS and DISTRIBUTORS
P. O. Box 13365, Portland, Oregon 97213 | N. E. Columbia Blvd. at 70th Ave. | 503/287-4141
CONSTRUCTION MACHINERY | TRAILERS
BUSES | TRUCK EQUIPMENT

July 11, 1972

The Honorable Clay Myers
Secretary of State
State Capitol
Salem, Oregon 97310

✓ The Honorable Floyd Query
Secretary and Ex Officio
Clerk and Auditor
Oregon State Highway Commission
Oregon Highway Division
The Department of Transportation
State Highway Building
Salem, Oregon 97310

Subject: Notice of Claim to the Oregon State Highway Commission Oregon Highway Division The Department of Transportation

Gentlemen:

Notice is hereby given that Schetky Equipment Corporation has a claim of $4,468.22 for materials, to wit, repair parts, which it furnished Klineline Sand & Gravel Co., Inc., against the bond taken from R. A. Heintz Construction Co., principal, and the United States Fidelity & Guaranty Co., surety, for the work on the Eagle Creek-Estacada section of the Clackamas Highway in Clackamas County, State Highway Contract No. 7554.

You are further notified that Klineline Sand & Gravel Co., Inc., is still using this material for work on

Received
7-14-72

Cc'

RECEIVED
JUL 14 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

NOTED
[illegible]

the aforesaid job and the amount of the claim may be increased.

Very truly yours,

SCHETKY EQUIPMENT CORPORATION

By
John L. Schetky, Jr.
President

cc: R. A. Heintz Construction Co.
2035 N. E. Columbia Boulevard
Portland, Oregon 97211

United States Fidelity & Guaranty Co.
201 Oregon Bank Building
Portland, Oregon 97204

Klineline Sand & Gravel Co., Inc.
Post Office Box 128
Oregon City, Oregon 97045

General Insurance Company of America
1500 S. W. First Avenue
Portland, Oregon 97201
Attention: Mr. Thomas E. Wernette

Miller, Anderson, Nash, Yerke & Wiener
Attorneys at Law
900 S. W. Fifth Avenue
Portland, Oregon 97204
Attention: Mr. Dean D. DeChaine

RECEIVED
JUL 20 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7554

DATE July 19, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Letter of Understanding with City of Estacada Eagle Creek-Estacada Section, Clackamas Highway**

a/ R 506

The State and the City of Estacada entered into a Throughway-Abandonment Agreement dated March 30, 1971, concerning construction of the Eagle Creek-Estacada Section of the Clackamas Highway.

Certain provisions of the agreement stipulate that, upon completion of construction, the City is to accept jurisdiction of that portion of the existing highway (Main Street) lying within the city limits. Prior to transfer the State is required to perform the necessary work to place the roadway and ditches in an acceptable condition.

The City is now planning an improvement project along Main Street which includes a closed storm sewer system, curbs and pavement widening. With this project in mind, the City has elected to relieve the State of responsibility for performing the work and, in lieu, to accept a lump sum amount of $30,000 to be used in its more sophisticated improvement project. The money would be paid to the City after highway traffic is routed over the new section, and the City is required to spend the money only for improvement of Main Street. The Eagle Creek-Estacada Section is now under construction and is more than 60% complete, with opening to traffic anticipated by November 1972.

This matter will be presented for your consideration at the August 8 meeting. We recommend your approval and request authority for the Secretary to sign the Letter of Understanding for and on your behalf.

bc: Floyd Query
George M. Baldwin
F.B. Klaboe
L.P. Shaw
R.L. Schroeder
L.H. Ypung
V.E. Skoog
R.N. Bothman
H.S. Cox
LW Rulien
Gary Ross
Gary Sund
MCH:ljt co

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
SALEM, OREGON

July 17, 1972

To: Mr. Robert L. Schroeder
Assistant State Highway Engineer

BUILDING

SUBJECT: Letter of Understanding
Eagle Creek-Estacada Section
Clackamas Highway No. 171
City of Estacada

NOTED
F. B. KLABOE

Attached hereto are three signed copies of a Letter of Understanding with the City of Estacada, and a suggested draft of a letter that may be used for presentation to the Highway Commission.

Our throughway agreement, dated March 30, 1971, stipulates that the existing highway through town will be transferred to the City, and that the State will perform the necessary work to place the roadway and ditches in an acceptable condition. The City is now planning an improvement project on Main Street (existing highway) and has elected to accept a lump sum amount of $30,000 in lieu of requiring the State to perform the work. This matter has been investigated by Region 1, discussed and approved by Mr. Klaboe.

Please examine the attached material and, if all is in order, have this item placed on the agenda for the August 8 Commission meeting.

Mainor
Mainor C. Holmes
Office Engineer
County and City Section

MCH:ljt
Att.

cc: F. B. Klaboe ✓

JUL 18 1972

cc: L. W. Rulien

STATE OF OREGON 1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
COUNTY & CITY SECTION
JUN 1 - 1972
☐ ENGR. ☑ COOR. ☐ UE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

March 20, 1972

City of Estacada
P.O. Box 247
Estacada, Oregon 97023

RE: Clackamas Highway (ORE 211-224)
Finance-Construction Approval

Attention Mr. Richard O. Miller, Administrator

Gentlemen:

On January 12, 1972, Mayor Coleman requested the State Highway Division to review the matter of financial aid to the City of Estacada regarding reconstruction of Main Street and 6th Avenue within the city.

During the past few years the State and City of Estacada have mutually agreed to a number of items relating to highway matters in the city. Under date of March 30, 1971, an agreement was executed to correct the majority of City's concerns and including the City taking over the existing highway through town upon completion of the new alignment along the west side.

The State Highway Division is prepared to recommend to the Highway Commission a payment of $30,000 to the City of Estacada, with said funds to be used exclusively for the reconstruction by City of the present routing of ORE 211 and ORE 224 from 1st Avenue to the north city limits (Wade Creek).

If the foregoing is agreeable, this office will draw up an agreement with the City of Estacada offering the City a cash payment of $30,000 with the understanding the City would completely handle the project, including the resurfacing of the road, and with the further understanding that City, by accepting these monies, would relieve State of any further expenditures on this road and would take it over at such time as we put highway traffic on our new section of highway through town.

There would be a stipulation that the aforementioned monies be spent only on this portion of road, with an itemized cost statement submitted to State upon completion. State would have surveillance during City's construction.

Please give this matter your early consideration, and if you concur, sign this letter in the place provided and return two signed copies to the County-City Engineer, Room 405, State Highway Building, Salem 97310.

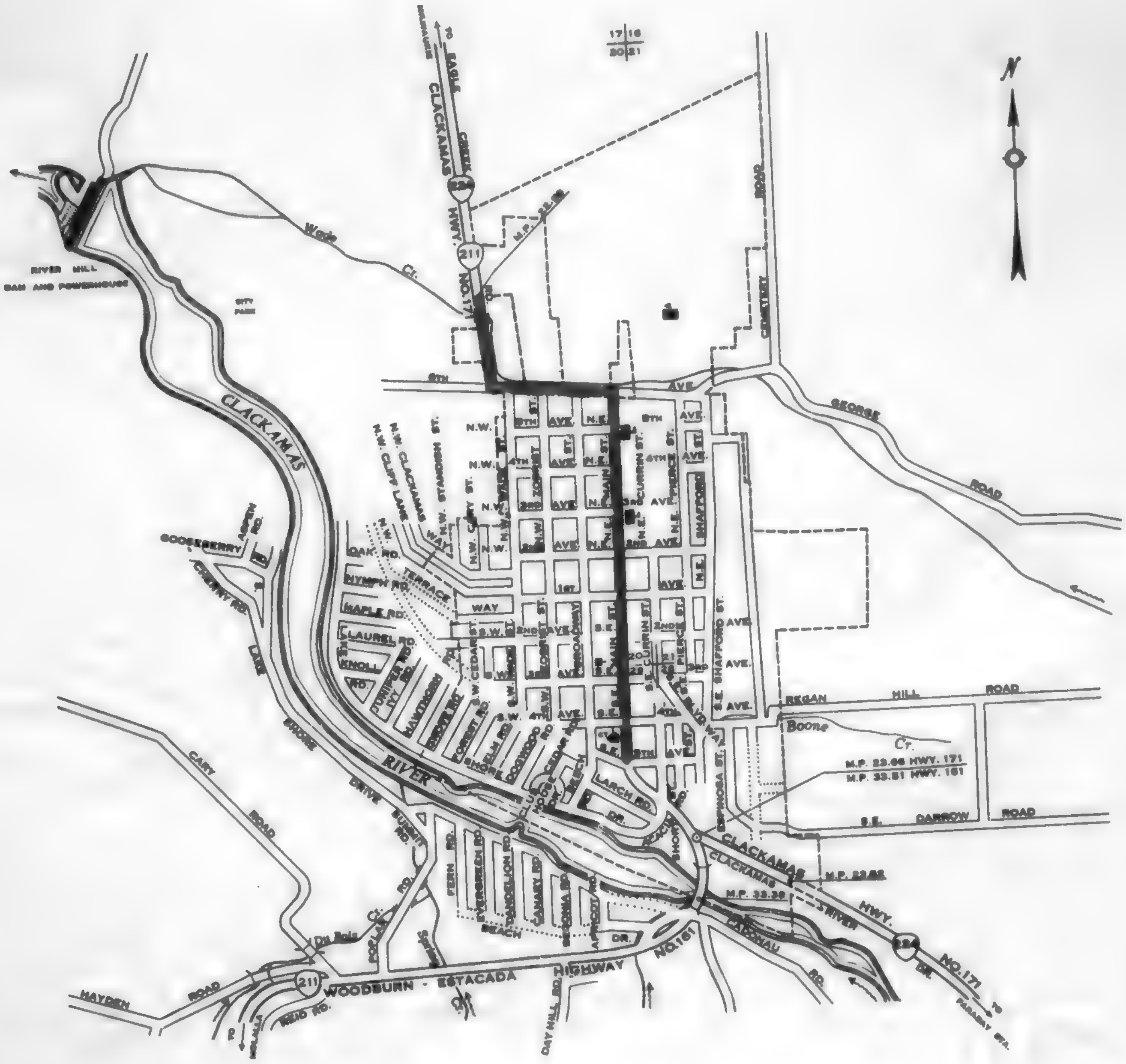
Very truly yours,

George M. Baldwin
Administrator of Highways

By H. S. Cox (mm)

H. S. Cox
County-City Engineer

APPROVED
CITY OF ESTACADA
BY MAYOR M. L. Coleman
BY RECORDER Richard O. Miller
DATE APR. 18, 1972



N
17 16
20 21
TO EAGLE CREEK
CLACKAMAS HWY. NO. 171
224
211
RIVER MILL DAM AND POWERHOUSE
CITY PARK
Wade Cr.
CEMETERY ROAD
GEORGE ROAD
CLACKAMAS RIVER
6TH AVE.
5TH AVE.
4TH AVE.
3RD AVE.
2ND AVE.
1ST AVE.
N.W.
N.E.
S.W.
S.E.
SHAFFORD ST.
S.E. SHAFFORD ST.
N.W. CLACKAMAS
N.W. CLIFF LANE
TERRACE
WAY
OAK RD.
NYMPH RD.
MAPLE RD.
LAUREL RD.
KNOLL RD.
GOOSEBERRY RD.
CHERRY RD.
LAKE SHORE DRIVE
CARY ROAD
REGAN HILL ROAD
Boone Cr.
M.P. 23.66 HWY. 171
M.P. 33.81 HWY. 161
S.E. DARROW ROAD
LARCH RD.
CLACKAMAS HWY. NO. 171
M.P. 23.82
M.P. 33.36
CARDNAU RD.
TO FAIRBANKS ST.
FERN RD.
EVERGREEN RD.
CANARY RD.
BEACH
DR.
WOODBURN - ESTACADA HIGHWAY NO. 161
HAYDEN ROAD
Du Bois Cr.
DAY HILL RD.

▬ To City

ESTACADA

CLACKAMAS COUNTY OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 1,060

Scale in Feet

Revised April 1960

SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library

Street open for travel.
Street dedicated but not open.
City Limits.
⊙ City Center M.P. log
○ City Center

S

RECEIVED
JUL 19 1972

FOR FILING

7554

July 12, 1972

R. A. Heintz Construction Company
P. O. Box 11005
Portland, Oregon 97211

Attention: H. B. Hallock
Controller

Gentlemen:

Your letter of June 27, 1972, mentions a number of firms or individuals that have filed claims against Klineline Sand & Gravel Company for materials apparently furnished for Contract No. 7554.

It has long been Highway policy to assume an attitude of neutrality concerning claims that are filed with us. We know that some of the claims are controversial and that others may not pertain completely to the contract for which the bond is furnished.

To maintain this attitude of neutrality we make no attempt to determine the validity of the claim but file it as a routine matter in our records and with the Secretary of State. The bond surety, of course, is notified and also the general contractor.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:dr

R. A. HEINTZ CONSTRUCTION CO.

Highway and General Contractors

Equal Opportunity Employer

PHONE: 285-9886

2035 N. E. COLUMBIA BLVD.
P.O. BOX 11005
PORTLAND, OREGON 97211

June 27, 1972

CERTIFIED MAIL

Oregon State Highway Division
Highway Building
Salem, OR 97310

ATTN: Mr. Floyd Query, Secretary
Oregon State Highway Commission

Gentlemen:

RE: Contract No. 7554,
Eagle Creek-Estacada Section
Clackamas Highway

The following firms/individuals have filed claims against our bond on the above project for services or materials furnished to Klineline Sand & Gravel Company:

Pettijohn Engineering Co.
Stein Oil Co., Inc.
Argonaut Insurance Co.
Halton Tractor Co.
Phillips Petroleum Co.
Quimby Welding Supplies
Ray Bristow Co.
Len's Rigging Shop
Roy Bredskar

As Klineline was supplying crushed rock under a purchase order, and not performing as a subcontractor, it is our position that their creditors can not assert claims against our bond. Our only obligation in this matter is to Klineline for the materials furnished.

We would appreciate your advising the claimants to withdraw their claims.

Yours very truly,

R. A. HEINTZ CONSTRUCTION CO.

HB Hallock
H. B. Hallock
Controller

HH/bk
cc: USF&G

RECEIVED
JUL 5 - 1972
OREGON
STATE HIGHWAY COMMISSION

4686

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JUN [illegible]
FOR FILING

FILED
JUN - 8 1972
CLAY MYERS
SECRETARY OF STATE

1859

OREGON STATE
HIGHWAY DIVISION

7554

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 7, 1972

NOTED ON CARD
6-9-72

Pettijohn Engineering Company, Inc.
4145 N. E. Cully Boulevard
Portland, Oregon 97218

Gentlemen:

This is to acknowledge receipt of your letter of May 31 advising us that R. A. Heintz Construction Company owes you for engineering services performed in the amount of $1,305.56 plus interest.

This appears to be in reference to the R. A. Heintz Construction Company Contract No. 7554 for work on the Eagle Creek-Estacada Section of the Clackamas Highway in Clackamas County.

The United States Fidelity and Guaranty Company, 201 Oregon Bank Building, Portland, Oregon 97204, furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
JUN 9 1972
OREGON
STATE HIGHWAY COMMISSION

cc R. A. Heintz Constr. Co.
U. S. Fidelity and Guaranty Co.
Commission
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

Pettijohn Engineering Company, Inc.
4145 N. E. CULLY BOULEVARD
PORTLAND, OREGON 97218
TELEPHONE (503) 282-0901

May 31, 1972

CERTIFIED
RETURN RECEIPT REQUESTED

To: Floyd Query
Secretary, Oregon STate Highway Commission
Salem, Oregon

Mr. Clay Myers
Secretary of State
Salem, Oregon

Notice is hereby given that the undersigned, Pettijohn Engineering Company, Inc. has a claim for engineering services performed between the 29th day of October 1971 and the 6th day of March 1972 in the amount of $1,305.56, together with interest at the rate of six percent per annum from April 6, 1972 until paid against the bond taken from R. A. Heintz Construction Co., as principal, and U. S. Fidelity & Guaranty Company, as surety, for the work known as Eagle Creek-Estacada Job, Contract No. 7554 for the Oregon State Highway Commission. This notice is given pursuant to ORS Chapter 279.

Dated this 31st day of May, 1972.

PETTIJOHN ENGINEERING COMPANY, INC.

By W W Pettijohn

RECEIVED
JUN 2 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTED
FLOYD QUERY
6-2-72

RECEIVED
JUN 8 - 72
FOR FILING
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

7554

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

June 5, 1972

Portland Traction Company
1800 S. E. Water Avenue
Portland, Oregon 97214

ATTENTION: Mr. F. V. Schlaf

Re: E. H. Eckersley Agreement
Eagle Creek-Estacada Section
Clackamas Highway
Clackamas County
Contract No. 7554
Your File: A

Gentlemen:

This is in reply to your letter dated April 27, 1972, wherein you inquire with regard to Mr. E. H. Eckersley's interest in your property on the above captioned section.

Our Right of Way Section advises me that we have had no contacts with either Mr. Eckersley or Mr. Park regarding their interest in Traction Company property. The Title Company advises that Mr. Eckersley conveyed the property to Robert L. and Carolyn A. Brown, who deeded the property to Glen E. Park on July 22, 1971. A copy of that deed is attached hereto.

I hope this will clarify your questions on this matter.

NOTED
F. B. KLABOE

Very truly yours,

George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
By T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

NOTED
F. B. KLABOE

TWL:dl
Enclosure
cc: F. B. Klaboe w/copy of PTC letter & deed
D. H. Moehring "
L. W. Rulien "
D. D. Rohrbough "
R. H. Rumbolz

RECEIVED
JUN 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

PORTLAND'S OWN RAILROAD

PTC

PORTLAND TRACTION COMPANY

F. V. SCHLAF
Superintendent - Traffic Manager

1800 S. E. WATER AVE. • Phone 233-5481
PORTLAND, OREGON 97214

April 27, 1972

File A

Mr. T. W. Litchfield
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Ted:

On July 26, 1971, I furnished you with a copy of an agreement between the Portland Traction Company and E. H. Eckersley at Estacada covering rental of a portion of our right of way to Mr. Eckersley, which property, I understand, is involved in the Eagle Creek-Estacada section of the Clackamas Highway, your Contract No. 7554.

Our Auditor has been attempting to collect rental under this agreement, and Mr. Eckersley has returned the billing to San Francisco with the notation he no longer has interest in same and that the title of the property is now "Glen Park".

I am not sure whether Mr. Eckersley is referring to the fact he has sold his property which adjoined the right of way to Glen Park. However, will appreciate your advising if your file reflects anything that would involve the right of way at this location.

Very truly yours,

F. V. Schlaf

Superintendent-Traffic Manager

FVS mm

Routing
Kessey
Bond
Walker
Johnson
RECEIVED
APR 28 1972
CONSTRUCTION
SECTION
Pease
Glenn
Litchfield
Berg
NOTED
J. M. CARTWRIGHT

Recorded by Pioneer National Title Insurance Company

KNOW ALL MEN BY THESE PRESENTS, That ROBERT L. BROWN and CAROLYN A. BROWN, husband and wife, *hereinafter called the grantor, for the consideration hereinafter stated, to grantor paid by* GLEN E. PARK, *hereinafter called the grantee, does hereby grant, bargain, sell and convey unto the said grantee and grantee's heirs, successors and assigns, that certain real property, with the tenements, hereditaments and appurtenances thereunto belonging or appertaining, situated in the County of* Clackamas *and State of Oregon, described as follows, to-wit:*

Lot 1, Block 4, ESTACADA

To Have and to Hold the same unto the said grantee and grantee's heirs, successors and assigns forever.

And said grantor hereby covenants to and with said grantee and grantee's heirs, successors and assigns, that grantor is lawfully seized in fee simple of the above granted premises, free from all encumbrances

and that grantor will warrant and forever defend the above granted premises and every part and parcel thereof against the lawful claims and demands of all persons whomsoever, except those claiming under the above described encumbrances.

The true and actual consideration paid for this transfer, stated in terms of dollars, is $ 10,000.00 ©~~*However, the actual consideration consists of or includes other property or value given or promised which is part of the the whole consideration (indicate which).*~~©

In construing this deed and where the context so requires, the singular includes the plural.

WITNESS grantor's hand this 22nd *day of* July, 19 71.

Robert Lee Brown

Carolyn A. Brown

STATE OF OREGON, County of Clackamas) ss. 22nd day of July, 19 71

Personally appeared the above named Robert L. Brown and Carolyn A. Brown, husband and wife *and acknowledged the foregoing instrument to be* their *voluntary act and deed.*

(OFFICIAL SEAL)

Before me: R. J. [illegible]

Notary Public for Oregon

My commission expires April-21-1975

NOTE—The sentence between the symbols ©, if not applicable, should be deleted. See Chapter 462, Oregon Laws 1967, as amended by the 1967 Special Session.

WARRANTY DEED

to

AFTER RECORDING RETURN TO

Glen E. Park

Rt. 1

Estacada, Oreg

No.

STATE OF OREGON, County of Clackamas } ss.

I, George D. Poppin, County Clerk, Ex-Officio Recorder of Conveyances and Ex-Officio Clerk of the Circuit Court of the State of Oregon, for the County of Clackamas, do hereby certify that the within instrument of writing was received for and recorded in the records of

DEED

1971 JUL 27 PM 4 32

GEORGE D. POPPIN

County Clerk

Recording Commission

Deputy

71 17504

RECEIVED
JUN 5 - 1972
FOR FILING

7554

June 2, 1972

R. A. Heintz Construction Co.
2035 N. E. Columbia Blvd.
Portland, Oregon 97211

Attention: Mr. H. B. Hallock

Re: Eagle Creek-Estacada Job, Contract No. 7554
for Oregon State Highway Commission

Gentlemen:

The notice dated May 31, 1972, filed on the Eagle Creek-Estacada Job, Contract 7554, was for engineering services performed by Pettijohn Engineering Company, Inc. in the measurement for the determination of quantities for crushed rock and gravel to be furnished by Klineline Sand and Gravel Company for the above road project.

Very truly yours,

NW Pettijohn

N. W. Pettijohn
PETTIJOHN ENGINEERING COMPANY, INC.

NWP:dms

cc: State of Oregon Highway Commission

NOTED
FLOYD QUERY

RECEIVED
JUN 5 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 22 1972
FOR FILING

7554

May 19, 1972

Roy Bredeker
335 14th Court
Eastside, Oregon 97420

Dear Mr. Bredeker:

This is to acknowledge receipt of your letter of May 15 informing us that you have not received payment of $48 on the R. A. Heintz job.

This appears to be in connection with the R. A. Heintz Construction Company Contract No. 7554 for work on the Eagle Creek-Estacada Section of the Clackamas Highway in Clackamas County.

Your claim in the amount of $48 was filed with the Secretary of State on October 28, 1971. This filing will protect your claim under the bond.

We will advise the surety and the principal contractor that yourclaim is still unpaid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH·kl

cc U. S. Fidelity & Guaranty Co.
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

R. A. Heintz Construction Company
2035 N. E. Columbia Boulevard
Portland, Oregon 97211

335 14th Court
Eastside, Oregon 97420
May 15, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sirs:

This is to advise you on our claims from last October, your letter dated Oct. 27, 1971.

Our Lawyer got a settement on the Peter Kiewit job thru Bruce Hanson's lawyer. We settled for $1500.00, while we had $1901.05 coming.

The Gordon Ball job of $107.50 and the R. A. Heintz job of $48.00, we didn't get paid for. Bruce Hanson had already gotten paid for them, but didn't pay us.

Would you please advise us on how to prevent something like this in the future.

Thank you
Roy Bredskar
Roy Bredskar

NOTED
FLOYD QUERY

RECEIVED
MAY 16 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
MAY 20 1972
FOR FILING

Claim 4669

FILED
MAY 17 1972
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7554

NOTED ON CARD
5-19-72 kl

May 16, 1972

McMenamin, Jones, Joseph & Lang
Attorneys at Law
Morgan Park Building
Portland, Oregon 97205

Attention: Thomas E. Wolf

Gentlemen:

This is to acknowledge receipt of your letter of May 12 addressed to the Secretary of State with attached Notice of Claim (with invoice) stating that Argonaut Insurance Company has a claim for premiums due for Workmen's Compensation Policy covering the employees of Klineline Sand & Gravel Company in an amount not to exceed $39,981.35, with interest at the rate of six percent per annum from July 1, 1971.

This appears to be in connection with the R. A. Heintz Construction Company Contract No. 7554 for work on the Eagle Creek-Estacada Section of the Clackamas Highway in Clackamas County.

The United States Fidelity and Guaranty Company furnished the performance bond on this contract. We will advise the surety of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
MAY 17 11 35 AM '72
CLAY MYERS
SECRETARY OF STATE

RECEIVED
MAY 18 1972
OREGON
STATE HIGHWAY COMMISSION

CC U. S. Fidelity and Guaranty Co.
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

R. A. Heintz Construction Co.
2035 N. E. Columbia Blvd.
Portland, Oregon 97211

NOTED
C. W. HEAD

bc Commission
Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

McMENAMIN, JONES, JOSEPH & LANG
ATTORNEYS AT LAW
MORGAN PARK BUILDING
PORTLAND, OREGON 97205

ROBERT W. McMENAMIN
ROBERT P. JONES
THOMAS P. JOSEPH, JR.
RICHARD L. LANG
DARYLL E. KLEIN
THOMAS E. WOLF
CHARLES T. SMITH
C. ANDERSON GRIFFITH
WILLIAM L. HALLMARK
STEPHEN B. HERRELL
PETER M. SHEELY
J. TERRENCE BITTNER

AREA CODE 503
TELEPHONE 226-6301

May 12, 1972

VIA CERTIFIED MAIL
RETURN RECEIPT REQUESTED

The Honorable Clay Myers
Secretary of State
Capitol Building
Salem, Oregon 97310

Re: Oregon State Highway Commission
Contract No. 7554
Eagle Creek - Estacada Section
Our Client: Argonaut Insurance Company
Our File #: 5623

Dear Mr. Myers:

With regard to the above-referenced contract, you will find enclosed a Notice of Claim executed by Argonaut Insurance Company. Please file this claim pursuant to ORS 279.528.

Very truly yours,

Thomas E. Wolf

Thomas E. Wolf

TEW:mo
cc: Oregon State Highway Commission
Argonaut Insurance Company

RECEIVED
MAY 12 11 09 AM '72
CLAY MYERS
SECRETARY OF STATE

RECEIVED
MAY 15 1972
OREGON
STATE HIGHWAY COMMISSION

McMENAMIN, JONES, JOSEPH & LANG
ATTORNEYS AT LAW
MORGAN PARK BUILDING
PORTLAND, OREGON 97205

ROBERT W. McMENAMIN
ROBERT P. JONES
THOMAS P. JOSEPH, JR.
RICHARD L. LANG
DARYLL E. KLEIN
THOMAS E. WOLF
CHARLES T. SMITH
C. ANDERSON GRIFFITH
WILLIAM L. HALLMARK
STEPHEN S. HERRELL
PETER H. SHEELY
J. TERRENCE BITTNER

AREA CODE 503
TELEPHONE 226-6301

May 12, 1972

VIA CERTIFIED MAIL
RETURN RECEIPT REQUESTED

The Honorable Clay Myers
Secretary of State
Capitol Building
Salem, Oregon 97310

Re: Oregon State Highway Commission
Contract No. 7554
Eagle Creek - Estacada Section
Our Client: Argonaut Insurance Company
Our File #: 5623

Dear Mr. Myers:

With regard to the above-referenced contract, you will find enclosed a Notice of Claim executed by Argonaut Insurance Company. Please file this claim pursuant to ORS 279.528.

Very truly yours,

Thomas E. Wolf

TEW:mo
cc: Oregon State Highway Commission ✓
Argonaut Insurance Company

NOTED
FLOYD QUERY

RECEIVED
MAY 15 1972
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

TO: STATE OF OREGON, BY AND THROUGH ITS STATE HIGHWAY COMMISSION

Notice is hereby given that Argonaut Insurance Company has a claim for premiums due for Workmen's Compensation Policy No. WC 80-276-803504 covering the employees of Klineline Sand & Gravel Co. in Oregon, in a sum not to exceed $39,981.35, together with interest at the rate of six percent (6%) per annum from July 1, 1971; a copy of the invoice covering said sum is attached and incorporated by reference. The aforementioned insurance coverage was furnished at the special instance and request of Klineline Sand & Gravel Co. as required by the provisions of ORS Chapter 656.

Argonaut Insurance Company makes this claim against the Performance Bond dated May 20, 1971, with R. A. Heintz Construction Co., an Oregon corporation, as Principal, and United States Fidelity and Guaranty Company, a Maryland corporation, as Surety for the work on the Eagle Creek - Estacada Section, Contract No. 7554.

RECEIVED
MAY 1 2 1972
OREGON
STATE HIGHWAY COMMISSION

DATED this 11 day of May, 1972.

ARGONAUT INSURANCE COMPANY

By: /s/ Donald M. Murphy
Division Manager

STATE OF OREGON)
ss.
County of Multnomah)

On the 11 day of May, 1972, personally appeared Donald Murphy, who being duly sworn did say that he is the

Division Manager of Argonaut Insurance Company, and he acknowledged said instrument to be its voluntary act and deed.

BEFORE ME:

Thomas E.

Notary Public for Oregon
My commission expires: 5-20-72

RECEIVED
MAY 12 1972
OREGON
STATE HIGHWAY COMMISSION

☒ ARGONAUT INSURANCE COMPANY
☐ ARGONAUT-MIDWEST INSURANCE COMPANY
☐ ARGONAUT-NORTHWEST INSURANCE COMPANY
☐ ARGONAUT-SOUTHWEST INSURANCE COMPANY

COMPENSATION INVOICE

DATE: April 11, 1972

ISSUING OFFICE: PORTLAND, OREGON

POLICY NUMBER: WC 80-276-803504

INSURED:
KLINELINE SAND AND GRAVEL CO.
P.O. Box 128
Oregon City, Oregon

THIS INVOICE COVERS
☒ INTERIM REPORT ☐ PREMIUM ADJUST. ☐ COMMISSION ADJUST. ☐ DEPOSIT PREMIUM

PRODUCER:
J B L & K CORPORATION
800 MOrgan Building
Portland, Oregon

PROD. CODE: N002

FOR PERIOD

MO.	DAY	YEAR		MO.	DAY	YEAR
07	01	71	TO	03	31	72

CLASS CODE	CLASSIFICATIONS	PAYROLL (OR OTHER BASIS)	RATES	PREMIUM
	OREGON			
4000	Sand or gravel digging	525,854.00	9.03	47,484.62
7335F	Dredging NOC	21,650.00	11.33	2,452.95
8810	Clerical office employees NOC	117,851.00	.27	318.20
				49,803.46
0994	Rate reduction (.991)			
0063	Prem. Discount - 4,000.00 @ 9.4% - 376.00 94,803.46 @ 14.7% - 6586.11			(6,962.11)

ADVANCE PREMIUM

DEPOSIT PREMIUM	$	2,860.00
INTERIM BILLINGS	$	-0-
TOTAL	$	2,860.00

TOTAL PREMIUM	$	42,841.35
ADVANCE PREMIUM	$	2,860.00
ADDITIONAL PREMIUM	$	39,981.35
RETURN PREMIUM	$	

RECEIVED
MAY 12 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

Claim 4666

FILED
MAY 15 1972
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
5-19-72 KC

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

7554

May 12, 1972

Ringle & Herndon
Attorneys at Law
405 West Arlington Street
Gladstone, Oregon 97027

Gentlemen:

This is to acknowledge receipt of your letter of May 8, 1972 and attached Notice of Claim addressed to the Secretary of State stating that Kline-line Sand and Gravel Company owes your client, Stein Oil Company, Inc., for motor diesel fuel and lubrication products in the amount of $986.57 through March 25, 1972.

This appears to be in reference to the R. A. Heintz Construction Company Contract No. 7554 for work on the Eagle Creek-Estacada Section of the Clackamas Highway in Clackamas County.

The U. S. Fidelity & Guaranty Company, 201 Oregon Bank Building, Portland, Oregon 97204 furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION
ORIGINAL SIGNED
C. W. HEAD
By
C. W. Head, Assistant Secretary

RECEIVED
MAY 16 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

CWH:kl

cc U. S. Fidelity & Guaranty Co.
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

R. A. Heintz Constr. Co.
2035 N. E. Columbia Blvd.
Portland, Oregon 97211

bc Hon. Clay Myers - Please acknowledge receipt of attached claim ✓
on the enclosed copy of this letter

RINGLE & HERNDON
ATTORNEYS AT LAW
405 WEST ARLINGTON STREET
GLADSTONE, OREGON 97027

PHIL H. RINGLE, JR.
ROBERT D. HERNDON

TELEPHONE 656-0879
AREA CODE 503

RECEIVED
MAY 10 8 30 AM '72
[illegible] ERS
SECRETARY OF STATE

May 8, 1972

Secretary of State
State of Oregon
Salem, Oregon

Re: Oregon State freeway construction job - Eagle Creek, Oregon, R. A. Heintz Construction Company - Contractor, Kline-line Sand and Gravel Company - Supply of rock for that job, Claimant - Stein Oil Company, Inc.

Dear Sir:

I herewith enclose for filing pursuant to ORS 279.528 a Notice of Claim on a contractor's bond. If there is any charge for this service please bill my office.

Very truly yours,

RINGLE & HERNDON

Phil H Ringle Jr

Phil H. Ringle, Jr.

PHR/mkh

Enc.

RECEIVED
MAY [illegible] 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTICE OF CLAIM

TO: SECRETARY OF STATE
STATE OF OREGON

Notice is hereby given that the undersigned, Stein Oil Company, Inc., has a claim for motor diesel fuel and lubrication products furnished to Kline-line Sand and Gravel Company for its work at Eagle Creek, Oregon pursuant to a contract let to R. A. Heintz Construction Company by the State of Oregon. That this claim is for $986.57 through March 25, 1972; that it is understood the bond covering this project is with General Insurance Company, 1500 S. W. 1st Ave., Portland, Oregon 97201. The contract with R. A. Heintz Construction Company was for development and building of a freeway and Kline-line Sand and Gravel Company did furnish the rock for that purpose.

STEIN OIL COMPANY, INC.

by

R. L. Stein
Robert Stein
Title: Director

Subscribed and sworn to before me this 8th day of May, 1972.

Notary Public for Oregon
My Commission Expires: 1/28/74

RECEIVED
MAY [illegible] 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 15 1972
FOR FILING

7554

May 12, 1972

Mr. Phil H. Ringle, Jr.
Attorney at Law
405 West Arlington Street
Gladstone, Oregon 97027

Dear Mr. Ringle:

As requested in your letter of May 5 addressed to Secretary of State Clay Myers, we are enclosing a certified copy of Contract No. 7554 awarded to R. A. Heintz Construction Company for work on the Eagle Creek-Estacada Section of the Clackamas Highway in Clackamas County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

Att.

fkn

RINGLE & HERNDON
ATTORNEYS AT LAW
405 WEST ARLINGTON STREET
GLADSTONE, OREGON 97027

PHIL H. RINGLE, JR.
ROBERT D. HERNDON

TELEPHONE 656-0879
AREA CODE 503

RECEIVED
MAY 10 8 30 AM '72
YERS
SECRE OF STATE

May 5, 1972

Clay Myers
Secretary of State
State of Oregon
Capitol Building
Salem, Oregon

Re: R. A. Heintz Construction Company Contract and Bond
Eagle Creek, Oregon, freeway job, my client - Stein
Oil Company, Inc.

#7554

Dear Sir:

Pursuant to the enclosed affidavit I herewith request a copy of the contract and bond pertaining to the above captioned contract. It is requested according to ORS 279.512.

Very truly yours,

RINGLE & HERNDON

Phil H. Ringle Jr.

Phil H. Ringle, Jr.

PHR/mkh

Enc.

RECEIVED
MAY 1 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

AFFIDAVIT

STATE OF OREGON)
) ss.
COUNTY OF CLACKAMAS)

I, Robert Stein, after first being duly sworn on oath depose and say:

That I am an officer of Stein Oil Company, Inc. and make this affidavit in support of my request for a copy of the contract and bond in connection with deliveries made by Stein Oil Company, Inc. of motor diesel fuel and lubrication products to Kline-line Sand and Gravel Company, sub-contractor of R. A. Heintz Construction Company of Eagle Creek, Oregon. That there is still due and owing to my company for such deliveries a total sum of $986.57 through March 25, 1972.

STEIN OIL COMPANY, INC.
BY

Robert Stein
Robert Stein
Title: Director

Subscribed and sworn to before me this 8th day of May, 1972.

Notary Public for Oregon
My Commission Expires: 1/28/74

RECEIVED
MAY 12 1972
OREGON
STATE HIGHWAY COMMISSION

PORTLAND'S OWN RAILROAD

PORTLAND TRACTION COMPANY

F. V. SCHLAF
Superintendent - Traffic Manager

1800 S.E. WATER AVE. • Phone 233-5481
PORTLAND, OREGON 97214

7554

March 31, 1972

File A - O.S.H.D. -
Clackamas Highway

Mr. T. W. Litchfield
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
F. B. KLABOE

Dear Ted:

This refers to your letter of March 14, 1972, relative to extension of permit of entry in connection with the Eagle Creek-Estacada Section, Clackamas Highway, Contract No. 7554.

Our people have no objection to enlarging of the descriptions in connection with this permit of entry as outlined in your above referred letter and the accompanying prints.

Prints covering this have been prepared, and the necessary papers are also in the process of being prepared.

Very truly yours,

F V Schlaf

Superintendent-Traffic Manager

FVS mm

RECEIVED
APR 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Copies to:
FB Klaboe
~~DH Moehring~~
JL Sollis
LW Rulien
DD Rohrbough
RH Rumbolz

Routing
Kensey
Bond
Walker
Johnsen
RECEIVED
APR 3 1972
CONSTRUCTION
SECTION
Pease
Glenn
Litchfield
Berg

RECEIVED
MAR 21 1972
FOR FILING

7554

March 17, 1972

Mr. Raymond F. Roy
General Delivery
Eagle Creek, OR   97022

505

Dear Mr. Roy:

We have investigated the drainage problem referred to in your letter of February 28.

The investigation revealed that our highway construction is not contributing to the problem, and it is conceivable that the problem may be slightly alleviated when the highway is completed.

Should you have any further questions, please let me know.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

FBK:ia

bc Tom Edwards
A. E. Johnson
F. D. Morgan
L. W. Rulien
D. D. Rohrbough

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 16, 1972

SUBJECT: Assignment No. 505

To: Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

An investigation has been made of the drainage problems apparently incurred by Mr. Raymond F. Roy of Eagle Creek-Estacada Section on the Clackamas Highway.

Copies of the attached reports indicate that this condition is in no way aggravated by our highway construction and in fact, may have been partially alleviated by our work.

A rough draft letter to Mr. Roy is attached.

F. D. Morgan
Construction Engineer

By Edwin A Pease
Edwin A. Pease
Construction Office Engineer

EAP:fr

Attachments

RECEIVED
MAR 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Routing
Walker
Johnson
Pease
Glenn
Litchfield
Berg

RECEIVED
MAR 15 1972
CONSTRUCTION
SECTION

Portland 97202
March 14, 1972

SUBJECT: Alleged Drainage Problem
Raymond F. Roy
Eagle Creek-Estacada Section
Contract 7554

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
SALEM

Attention Mr. Ed Pease

By letter of March 3 you asked us to investigate a possible drainage problem on the property of Raymond F. Roy. Attached is a self-explanatory copy of a letter from D. D. Rohrbough, Resident Engineer, who contacted the people and reviewed their problem.

It appears that this is a case where the property itself has little or no drainage. This condition is in no way aggravated by our highway construction. In fact, as Mr. Rohrbough points out, we have perhaps alleviated a portion of the problem by intercepting some water that would normally reach the Roy property.

I don't believe that any additional drainage work on our part can be justified and suggest that the Roys be so advised.

L. W. Rulien
Regional Engineer

LWR/cr
cc D. D. Rohrbough
Mike Stovall

FORM 2.30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Clackamas, Oregon 97015
March 10,1972

To: L.W. Rulien
Regional Engineer

SUBJECT: Drainage Problem
Raymond F. Roy
Eagle Creek-Estacada Section
Clackamas Highway
Contract No. 7554

I have investigated the drainage problem which Mr. Raymond F. Roy, of Eagle Creek, Oregon, described in his letter of February 28,1972. I have the following to report:

1) Mr. Roy lives north of Wietz Lane and his access to his property is from the existing Clackamas Highway.

2) Mr. Roy's property has a low spot on it with no apparent drainage outlet. His mobile trailer is parked across his property in front of this low area.

3) The new highway is built entirely on a super elevation through the Wietz Lane area. Any drainage from the new roadbed will be carried south toward the abandoned railroad grade to a roadside ditch and then will carry in a westerly direction to Foster Avenue. This ditch has not yet been completed but will be in effect within a few months.

In conclusion I would say that the problem which Mr, Roy has is not made by the new highway construction. In fact the new highway serves as a dike to keep surface waters from running onto his property.

In the course of my investigation I contacted Mrs. Roy and discussed the drainage with her. She said they were not inferring that the highway construction had created the drainage problem. They were only hoping that we could be able to do something to help the existingconditions. She indicated that her husband willprobably write Clackamas County to get drainageditches along Wietz Lane improved.

I left my card with Mrs. Roy and told to have Mr. Roy call me if he had any further questions.

D.D. Rohrbough
Resident Engineer

REGION 1
☐ RE ☐ RME ☐ RCE ☐ OE
MAR 10 1972
☐ TE ☐ UE ☐ DES ☐ SEC

REFERRED TO
Admin
BY SECRETARY

RECEIVED
FEB [illegible] 72
OREGON
STATE HIGHWAY COMMISSION

Mr. Raymond F. Roy
General Delivery
Eagle Creek, Ore. 97022
Feb. 28, 1972

Dear Sirs:

I am writing to you in regards to the problem I am having with water coming into the property I am in the process of purchasing. We are located on the Old Estacada Highway and Weites (Weitz ?) Road. Since the new highway is being put in there seems to be a surplus of water. I have talked to our nei neighbor Mr. Alford and he said that he was told by a representative of the state that they would fix a drainage system of somekind when the new highway went in. The new highway looks to us as it is ready to pave and there is no drainage to keep the water off our land. At least four different fields are being flooded.

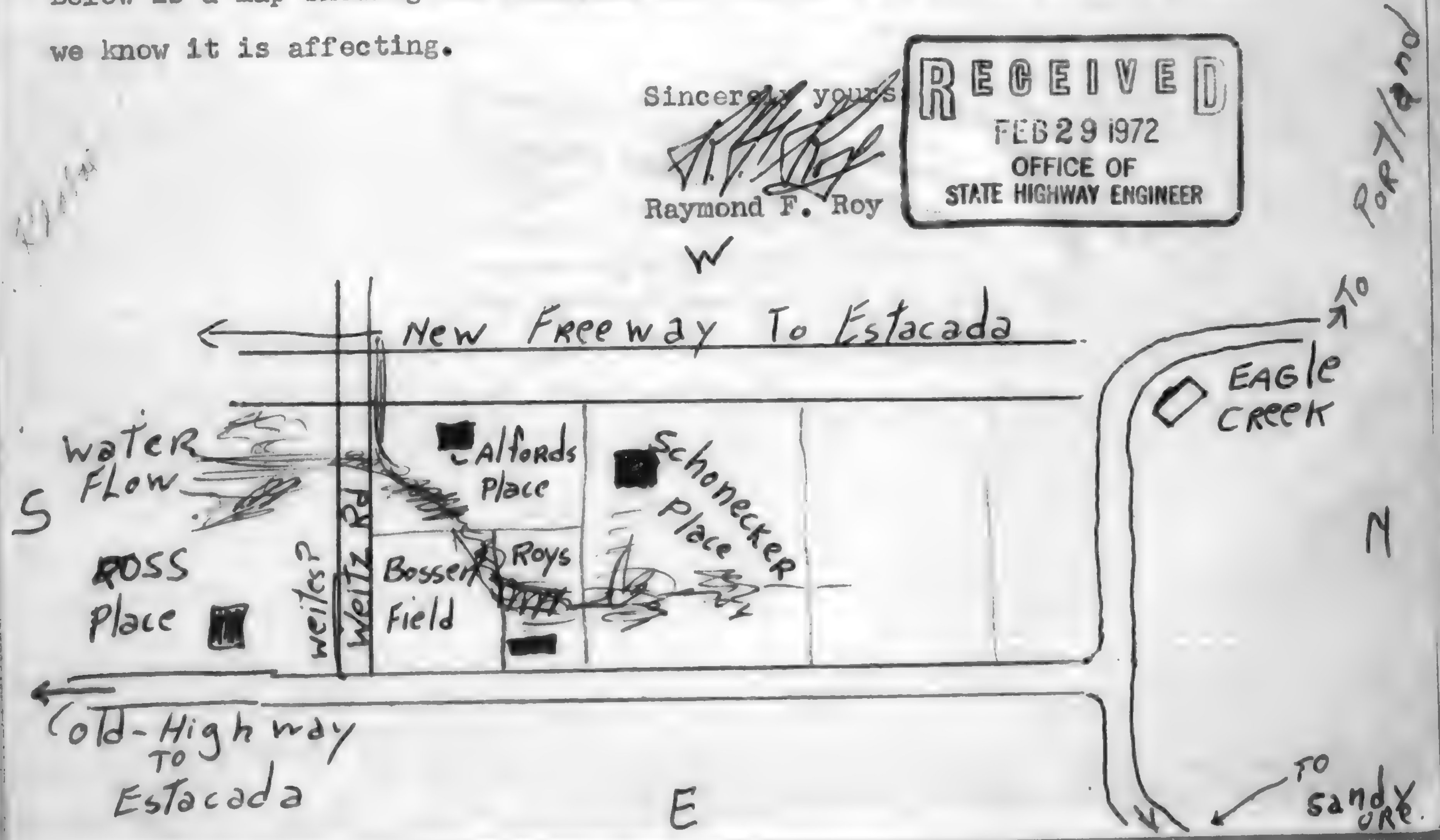
We would like to use our land for a dwarf orchard or garden and would surely appreciate it if you would do something about it.

Below is a map showing our location and the flow of water and the fields we know it is affecting.

Sincerely yours,

Raymond F. Roy

RECEIVED
FEB 29 1972
OFFICE OF
STATE HIGHWAY ENGINEER


Portland
W
New Freeway To Estacada
To
EAGLE CREEK
Water Flow
S
Alfords Place
Schonecker Place
N
ROSS Place
weites?
Weitz Rd
Bossert Field
Roys
Old-Highway To Estacada
E
TO Sandy ORE.

RECEIVED
MAR 1
FOR FILING
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

7554

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

March 14, 1972

Portland Traction Company
1800 S. E. Water Avenue
Portland, Oregon 97214

ATTENTION: Mr. H. V. Schlaf

Re: Extension of Permit of Entry
Eagle Creek-Estacada Section
Clackamas Highway
Clackamas County
Contract No. 7554
Your File: A

Gentlemen:

On May 14, 1971, the Highway Division executed a permit of entry with the Traction Company providing for our entry on your land as required for construction of the above captioned project.

During the course of construction, it has been found desirable to remove some material in the berm between the existing railroad and new highway alignment between Railroad Stations 1568 and 1583 (Highway Stations 1010 to 1025), and also to improve the drainage ditch which occupies your property between Railroad Stations 1705 and 1715 (Highway Stations 1146+50 to 1156+10).

You will find attached 9 prints of your exhibit map No. D-4060, on which the areas in question are shown. You will also find attached 9 prints of portions of our construction plans and typical sections for each location.

In order that our work proceed without delay, we request that you extend the scope of the permit dated May 14, 1971 to include the above described areas. If additional insurance is required, it will be provided. Your cooperation in granting us this additional permit of entry will be very much appreciated.

Very truly yours,

NOTED
F. B. KLABOE

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosures
cc: F. B. Klaboe
D. H. Moehring
J. L. Sollis
L. W. Rulien
D. D. Rohrbough
R. H. Rumbolz

RECEIVED
MAR 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FOR FILING

UTILITY UNIT

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

1354

March 8, 1972

Cascade Utilities, Inc.
P. O. Box 188
Estacada, Oregon 97203

Re: Re-establishment of Property Corners
Eagle Creek-Estacada Section
Clackamas Highway
Clackamas County
R/W File No. 44093

ATTENTION: Mr. Gene E. Crawford
Chief Engineer

Gentlemen:

Reference is made to our letter of February 22, 1972, and our telephone conversation of February 24, 1972, which established that the State would reimburse Cascade Utilities, Inc., for the relocation of a chain link fence and play ground equipment located on Parcel 2 of the property acquired from your Company.

The State hereby agrees to pay the cost of re-establishing two property corners on Parcel 1 and two property corners on Parcel 2 of the property acquired from your Company. This reimbursement is in addition to the other relocation costs the State has agreed to pay. It is understood from your conversation with Mr. R. H. Rumbolz, that the estimated cost of re-establishing the aforementioned property corners will be $200.

The State will require copies of the statement of cost received by your Company from the Engineer or Surveyor performing the re-establishment of the property corners. The statement of cost may be included with your final billing of relocation costs for the project.

Very truly yours,

NOTED
A. E. JOHNSON

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
dl

cc: A. E. Johnson
L. W. Rulien
V. E. Skoog
D. H. Moehring
J. L. Sollis
D. D. Roghbough
R. H. Rumbolz

RECEIVED
MAR 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 24 1972
UTILITY UNIT
FOR FILING

NOTED
A. E. JOHNSON

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

Cascade Utilities, Inc.
P. O. Box 188
Estacada, Oregon 97023

February 22, 1972

Re: Fence Conflict
Eagle Creek-Estacada Section
Clackamas Highway
Clackamas County
R/W File No. 44093

ATTENTION: Mr. Gene E. Crawford
Chief Engineer

Gentlemen:

Reference is made to our letter of January 20, 1971, which set forth certain facilities owned by your company that conflicted with the State's proposed construction of the subject project. In addition to the conflicts listed in that letter, approximately 50-feet of chain link fence along the northerly side and 300-feet of chain link fence along the southwesterly side of Parcel 2 of the property acquired from your company conflicts with the construction of this project. This conflict is as shown in blue on the attached sketch.

No previous consideration has been made or provided for to relocate the conflicting section of chain link fence. It is, therefore, the State's obligation to reimburse you for any costs incurred in the removal of and reinstallation of the chain link fence along the northeasterly line of Parcel 2. Reimbursement is made pursuant to State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a cost estimate and sketch map for the relocation of the chain link fence and include therewith a time schedule for the relocation work and estimated date of completion to Mr. R. H. Rumbolz, P. O. Box 02157, Portland, Oregon 97202, at the earliest possible date in order to avoid delay in the construction of this project. In submitting your sketch map, please identify the information submitted by reference to this letter including the date hereof.

Further information concerning construction details and location of the new right of way line along the northeasterly side of Parcel 2 may be secured from Mr. D. D. Rohrbough, P. O. Box 384, Clackamas, Oregon 97015, telephone 656-6747.

If further information or assistance is required, please contact Mr. Rumbolz or this office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosure

cc: A. E. Johnson
F. L. Hall
V. E. Skoog
D. H. Moehring
J. L. Sollis
D. D. Rohrbough
R. H. Rumbolz

RECEIVED
FEB 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 27 1972

FOR FILING

103-1121
7554

January 26, 1972

R. A. Heintz Construction Company
2035 N. E. Columbia Boulevard
Portland, Oregon 97211

Attention: H. B. Hallock
Controller

Gentlemen:

This is to acknowledge receipt of your letter of January 20 concerning the claim of Roy Bredsker in the amount of $48 for hauling materials on State Highway Contract No. 7554 in Clackamas County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:kl
cc U. S. Fidelity and Guaranty Company
Flaxel, Todd & Flaxel

R. A. HEINTZ CONSTRUCTION CO.

Highway and General Contractors

Equal Opportunity Employer

PHONE: 285-9886

2035 N. E. COLUMBIA BLVD.
P.O. BOX 11005
PORTLAND, OREGON 97211

January 20, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Att: Floyd Query, Secretary

Re: Contract No. 7554 - Eagle Creek-Estacada
Section of the Clackamas Highway
Claim of Roy Bredskar

Dear Mr. Query:

We have received a copy of the January 18th letter of Mr. Roy Bredskar, a copy of which is enclosed. We have not received from Mr. Bredskar the notice required by Oregon law, and we must therefore reject his claim.

The law states that "any person having a direct contractual relationship with a subcontractor performing work on a public contract, but no contractual relationship expressed or implied with the prime contractor, will have a right of action upon the payment bond only after giving notice in writing to the contractor. The notice will be given within ninety days from the date on which the claimant first performed his labor. The notice must be served upon the contractor personally or by registered or certified mail."

Yours very truly,

R. A. HEINTZ CONSTRUCTION CO.

HB Hallock

H. B. HALLOCK
Controller
HBH:mt

cc: Secretary of State
U. S. Fidelity & Guaranty Co.
Flaxel, Todd & Flaxel

RECEIVED
JAN 21 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

cei ✓

FLAXEL, TODD & FLAXEL
ATTORNEYS AT LAW
880 CALIFORNIA STREET
POST OFFICE BOX 547
NORTH BEND, OREGON 97459

BEN C. FLAXEL
ROGER B. TODD
BENTON FLAXEL
ROBERT L. STEVENSON

TELEPHONE
756-4187

January 18, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Floyd Query, Secretary

Re: Contract No. 7554 with R. A. Heintz Construction Company on the Eagle Creek-Estacada Section of the Clackamas Highway in Clackamas County

Dear Mr. Query:

Notice is hereby given that the undersigned has a claim for services rendered in hauling materials in connection with the above referred to contract, the unpaid balance of which claim amounts to the sum of $48.00; for which sum the undersigned does hereby make claim against the above contractor and his bondsman.

Yours very truly,

Roy Bredskar
ROY BREDSKAR

cc: Secretary of State
State Capitol Building
Salem, Oregon 97310

R. A. Heintz Construction Co. ✓
2035 N.E. Columbia Blvd.
Portland, Oregon 97211

U. S. Fidelity and Guaranty Co.
201 Oregon Bank Building
Portland, Oregon 97204

RECEIVED
JAN 27 1972
FOR FILING

103-1121
7554

NOTED ON CARD
1-26-72 kl

January 26, 1972

Flaxel, Todd & Flaxel
Attorneys at Law
P. O. Box 347
North Bend, Oregon 97459

Gentlemen:

This is to acknowledge receipt of your letter of January 18, 1972, advising us that R. A. Heintz Construction Company owes your client, Roy Bredeker for hauling materials in the amount of $48.

From the description given in your letter, this appears to be in connection with the R. A. Heintz Construction Company Contract No. 7554 for work on the Eagle Creek-Estacada Section of the Clackamas Highway in Clackamas County.

The U. S. Fidelity & Guaranty Company, Portland Office, 201 Oregon Bank Building, Portland, Oregon 97204 furnished the performance bond on this contract.

The Secretary of State's Office has informed us that this claim was filed in their office on January 20, 1972, and assigned his File No. 4643.

Please advise this office when this claim has been satisfied.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:kl

cc U. S. Fidelity and Guaranty Company
R. A. Heintz Construction Company

Commission

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 97310

CLAY MYERS
SECRETARY OF STATE

GEORGE H. BELL
JACK F. THOMPSON
ASSISTANTS

January 21, 1972

COPY

Flaxel, Todd & Flaxel
Attorneys at Law
P. O. Box 347
North Bend, Oregon 97459

Re: ROY BREDSKAR

Gentlemen:

This is to acknowledge receipt of Notice of Claim for filing:

Brought by Roy Bredskar - Principal, Gordon H. Ball, Inc.
Job, Hwy. Contract No. 7389
Amount of Claim, $107.50
Surety, The American Insurance Co.

Principal, Peter Kiewit Sons' Company
Job, Hwy. Contract No. 7452
Amount of Claim, $1,502.78 (net balance)
Surety, The Aetna Casualty and Surety Co.

Principal, R. A. Heintz Construction Co.
Job, Hwy. Contract No. 7554
Amount of Claim, $48.00
Surety, U. S. Fidelity and Guaranty Co.

These claims have been filed as of January 20, 1972 and assigned file numbers 4641, 4642 and 4643.

Very truly yours,

E. M. Madden, Elections Manager
By

(Mrs.) Darhl L. Couper
Public Records Clerk

cc: Oregon State Highway Division

RECEIVED
JAN 21 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

FLAXEL, TODD & FLAXEL
ATTORNEYS AT LAW
880 CALIFORNIA STREET
POST OFFICE BOX 547
NORTH BEND, OREGON 97459

BEN C. FLAXEL
ROGER B. TODD
BENTON FLAXEL
ROBERT L. STEVENSON

TELEPHONE
756-4157

January 18, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Floyd Query, Secretary

Re: Contract No. 7554 with R. A. Heintz Construction Company on the Eagle Creek-Estacada Section of the Clackamas Highway in Clackamas County

Dear Mr. Query:

Notice is hereby given that the undersigned has a claim for services rendered in hauling materials in connection with the above referred to contract, the unpaid balance of which claim amounts to the sum of $48.00; for which sum the undersigned does hereby make claim against the above contractor and his bondsman.

Yours very truly,

Roy Bredskar
ROY BREDSKAR

cc: Secretary of State
State Capitol Building
Salem, Oregon 97310

R. A. Heintz Construction Co.
2035 N.E. Columbia Blvd.
Portland, Oregon 97211

U. S. Fidelity and Guaranty Co.
201 Oregon Bank Building
Portland, Oregon 97204

NOTED
FLOYD QUERY

RECEIVED
JAN 20 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

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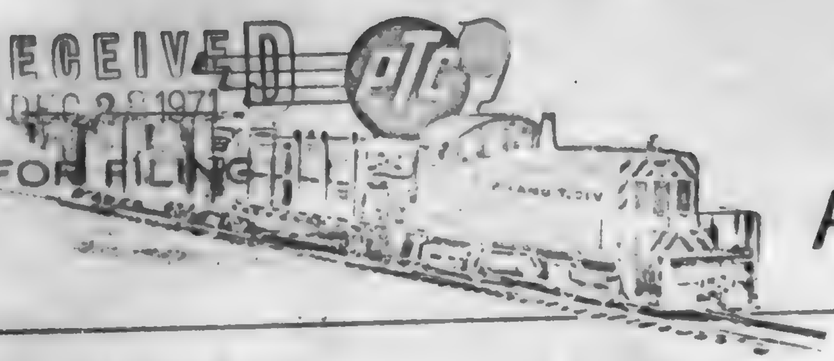
DEC 28 1971
FOR FILING



PORTLAND'S OWN RAILROAD

PORTLAND TRACTION COMPANY

F. V. SCHLAF
Superintendent - Traffic Manager

1800 S. E. WATER AVE. • Phone 233-5461
PORTLAND, OREGON 97214

103-1121
7554

December 23, 1971

File A

Mr. T. W. Litchfield
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Ted:

This refers to exchange of correspondence relative to Boring-Estacada Section of the Clackamas Highway, and particularly our telephone conversation with respect to the rail that your contractor sold to Crown-Zellerbach, your letter of October 6, 1971, Contract No. 7554.

Our people have advised they are agreeable to the acceptance of the figure of $187.00 to cover this rail with this amount to be added to the lump sum figure of $53,176, as outlined in Mr. Kester's letter of October 4, 1971, to Mr. Jack L. Sollis.

Very truly yours,

F. V. Schlaf

Superintendent-Traffic Manager

RECEIVED
DEC 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

FVS mm

Copies to: FB KLABOE
DH MOLTHRING
ZI LINDAS
LW RULIEN
DD ROHRBOUGH
RH RUMBOLZ

Routing
Morgan
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RECEIVED
DEC 24 1971
CONSTRUCTION
DIVISION

Pease
Swan
Glenn
Litchfield ✓
Gallagher
Stein

[illegible] NOV 18 1971

FORM E-30 (REV. 10-69)
FOR FILING

103-1121

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files

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 11, 1971

RAILROAD COMPANIES
FILE No. 715

SUBJECT: R/W File No. 40855
Permit of Entry
Portland Traction Company
Eagle Creek-Estacada Section
Clackamas Highway
Clackamas County
Contract No. 7554

To: Mr. Floyd Query
Secretary
State Highway Commission
BUILDING

Attached you will find one copy of the subject agreement.

The State's original fully executed counterpart has been handed to Velda DeGuire in Mr. Saling's office for processing, after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: F. B. Klaboe
E. F. Saling
J. L. Sollis
L. W. Rulien
D. D. Rohrbough
R. H. Rumbolz

11-16-71
noted in
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Fran

NOTED
FLOYD QUERY

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FOR FILING

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STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

November 4, 1971

Mr. David Moehring
Right-of-Way Engineer
State Highway Building
Salem, Oregon 97310

Re: Purchase of Portland Traction Right of Way
Eagle Creek-Estacada Section (R-40855)

Dear Mr. Moehring:

I have been advised by Vic Wolfe that Mr. Klaboe desires that we purchase all of the Portland Traction right of way between Barton and Estacada.

I do not know if we have descriptions prepared on all of this yet but we should proceed as quickly as possible. I would also like to bring to your attention the fact that this will have to be acquired by a friendly condemnation in order to reduce as much as possible the claims that abutting land owners might have for reversionary interests in some of the files between Eagle Creek and Estacada. If there is any way that I can assist in the closing of this file, I would be willing at any time to render whatever assistance I can.

Sincerely yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:krk

cc: Vic Wolfe
Ted Litchfield

cc Klaboe
11-5-71

RECEIVED
NOV 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 29 1971
FOR FILING

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7554

R. A. HEINTZ CONSTRUCTION CO.

Highway and General Contractors
Equal Opportunity Employer

PHONE: 285-9886
2035 N. E. COLUMBIA BLVD.
P.O. BOX 11005
PORTLAND, OREGON 97211

October 28, 1971

Klineline Sand & Gravel Co.,
P. O. Box 30
Oregon City, Oregon 97045

#7554

Att: Mr. John Wiencken

Gentlemen:

We enclose copies of a letter filed with the Oregon State Highway Division by Mrs. Roy Bredskar and of the Department's reply. Mrs. Bredskar apparently claims that her husband is due $48.00 from Bruce Hanson for hauling at our Estacada project.

Please advise as soon as possible how this claim will be taken care of.

Yours Very Truly,

R. A. HEINTZ CONSTRUCTION CO.

H. B. HALLOCK
Controller
HBH:mt
Enc:
cc: O.S.H.D.
U.S.F.&G.

NOTED
LOYD QUERY

RECEIVED
OCT 29 1971
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Cc ✓

RECEIVED
NOV 8 - 1971

Claim 4631

FILED
OCT 28 1971
CLAY MYERS
SECRETARY OF STATE

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

103-1121
7554

October 27, 1971

Mrs. Roy Bredskar
335 14th Court
Eastside, Oregon 97420

NOTED ON CARD
11-2-71 KL

Dear Mrs. Bredskar:

This is to acknowledge receipt of your letter of October 12 advising us that Bruce Hanson (subcontractor) owes your husband various amounts for hauling on what appears to be the following State highway contracts:

Contract No. 7452 with Peter Kiewit Sons' Company on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.
Amount of claim - $1,901.05
Surety: The Aetna Casualty and Surety Co.

Contract No. 7389 with Gordon H. Ball, Inc., on the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County.
Amount of claim - $107.50
Sureties: The American Insurance Company and
Argonaut Insurance Company

Contract No. 7554 with R. A. Heintz Construction Company on the Eagle Creek-Estacada Section of the Clackamas Highway in Clackamas County.
Amount of claim $48.00
Surety: United States Fidelity and Guaranty Co.

NOTED
C. W. HEAD

The above sureties furnished the performance bonds on these contracts which are given to assure completion of the contracts and payment of all bills incurred in them. We will advise the sureties of the receipt of this claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claims have been satisfied.

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Peter Kiewit Sons' Co.
215 South "V" St.
Vancouver, Washington 98663

The Aetna Casualty and Surety Co.
1201 S. W. 12th
Portland, Oregon 97205

Gordon H. Ball, Inc.
232 South Second Avenue
Kent, Washington 98031

The American Insurance Co.
921 S. W. Washington St.
Portland, Oregon 97205

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

R. A. Heintz Construction Co.
2035 N. E. Columbia Blvd.
Portland, Oregon 97211

U. S. Fidelity and Guaranty Co.
201 Oregon Bank Building
Portland, Oregon 97204

Commission

Hon. Clay Myers - Please acknowledge receipt of the enclosed claims on the attached letter. ✓

Roy Bredskar
335 14th Court
Eastside, Oreg. 97420

Oct. 12, 1971

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Dear Sirs:

My husband worked on Interstate 5, at the Hubbard Interchange during the last week of July and the first week of August. (#7452)

Peter Kiewitt was the prime contractor, with Klineline and Bruce Hanson sub-contractors.

date	tons	amount
July 26-30	909,380	$ 909.38
Aug. 2-6	919,670	919.67
	1,829,050	$1,829.05
Sand haul 3 hours @ 24.00 P. K.		72.00
		1,901.05 ✓
#7389 Gordon Ball Hauling at Oregon City 5 hrs. @ 21.50		107.50 ✓
#7584 R.A. Hientz hauling at Estacada 2 hours@ 24.00		48.00 ✓
		$ 2,056.55
Less paid 8/6/71 by Bruce Hanson		- 250.00
		$1,806.55

Bruce Hanson hired my husband on all three jobs.

Thank you for your help.

Mrs. Roy Bredskar

RECEIVED
OCT 1[illegible] 1971
OREGON
STATE HIGHWAY COMMISSION

NOTED
LLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
OCT 22 1971

FOR FILING

103-1121
7554

Salem, Oregon
October 21, 1971

R-43792, Lawrence D. Looney
Eagle Creek-Estacada Section
Clackamas Highway

L. W. Rulien
Regional Engineer

Milwaukie

Reference is made to your October 1 letter concerning your contact with the subject property owner and requesting advice as to a painted cattleguard across the Clackamas Highway on both sides of the proposed Looney road approach.

As you no doubt know, cattleguards have been used in Eastern Oregon in open range land where private fences run to the cattleguard, thus restricting cattle to an individual property. On the Clackamas Highway, there would be nothing to prevent cattle from traveling along the right-of-way off the pavement, and we do not believe that a painted cattleguard would be of material help.

I suggest you advise Mr. Looney that because of the infrequent movement of cattle across the highway, the guarding and control of the cattle should be his responsibility.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ms
cc L. I. Lindas

NOTED
A. E. JOHNSON

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland 97202
October 1, 1971

SUBJECT: R-43792, Lawrence D. Looney
Eagle Creek-Estacada Section
Clackamas Highway

To: Mr. A. E. Johnson
Assistant State Highway Engineer
State Highway Building
Salem

I did, at your request, on Wednesday, September 29, meet with Mr. L. D. Looney, his brother Cloyd Looney, along with Darel Rohrbough, Resident Engineer, on the new grade of the Clackamas Highway at the Looney property. We are acquiring properties from the Looneys by condemnation. They are represented by Attorney Goodwin and Mr. Jack Sollis has been carrying the ball for us. It has been my understanding from Mr. Sollis that these cases have been settled, although not signed on the dotted line yet. The Looneys, however, appear to have many questions in their minds.

First - Lawrence Looney wants a cattle pass. We are installing a box culvert for a creek (a 3x10 foot box). The box is shallow in depth due to the very flat terrain and low head room. He was advised in this instance, as he has been advised in several previous instances, that the ground does not lend itself to a cattle pass, that if we deepen the box by three feet it would stand water and that to avoid standing water would take perhaps 1000 feet of outlet ditch on railroad property. He only moves his cattle twice a year, once in the spring and once in the fall. We went over this rather thoroughly on the ground and I believe, but do not guarantee, that he is convinced that there will be no cattle pass.

Second - the Looneys are being provided with a road approach near their common border. This road approach calls for a 16 foot gate. They indicated that they had "heard" that the road approach would be only 12 feet wide and that this would be too narrow for their combine. I asked them if a 16 foot gate was satisfactory, they said "yes." I advised both of them and Darel Rohrbough that we would build the road approach to fit the gate.

Third - Lawrence Looney was concerned about the specific location of the right-of-way line between the highway and the railroad. His concern was due to his future need of doing some fencing on that line. He also wanted his property corners staked. One corner was in and would be disturbed by our construction. He was advised that Mr. Rohrbough would not establish property corners, which would require extensive land surveying, but that he would reference out and reestablish the property corner that would be disturbed by our work, and that he also would establish the property line between the railroad and us.

Fourth - as a part of negotiations for settling these files between Attorneys Sollis and Goodwin, a proposal was made to dig a ditch along their frontage and on their property. They supposedly wanted this. Both gentlemen were violently opposed to such a ditch and stated that they did not want it or need it. I advised them that if they didn't want it, we certainly didn't want to build it and that, in fact, we would not build it unless advised otherwise.

Fifth - there is an old, decrepit, wood structure over the creek on railroad right-of-way opposite their new road approach that they use to get to their fields to the west. They are going to rebuild this bridge. They wanted help as to the elevation to which they should build it so that it would fit with our grade line and their road approach. Mr. Rohrbough helped them with this while we were there and will furnish what further aid that they may need.

Sixth - they were concerned about the condition of the creek bed downstream (Northerly) of our new box culvert and in an area unaffected by our work. There are a number of Cottonwoods along the creek bed and limbs and driftwood, etc. are in the channel. This creek bed is on railroad right-of-way and completely unaffected by our work. I advised them of this.

Seventh - if the Looneys couldn't have a cattle pass, they asked if we could stripe a cattle guard across the highway fore and aft of the road approach, such that they have seen in Eastern Oregon, so that when (twice a year) they move the cows across they won't run up and down the road. I told them that I would inquire and this constitutes my inquiry to you. ✓

Eighth - in the Southwest corner of the Lawrence Looney property we have made a small channel change so as to bring the creek into our box culvert at a proper angle. This channel change was done by drag line on what the plans show a permanent easement. We swung the dirt excavated for the new channel onto the roadbed side for use in the grade.

Mr. Looney says it is his dirt, and that we have no right to it. I advised him that we were acquiring a permanent easement from him for the channel change and that this would constitute his compensation -- that if we had known he wanted the dirt (there wasn't very much) we would have swung it onto his side of the fence, but that considering the quantity and its location, to move it now would cost much more than it is worth.

In conclusion, our visit with the Looneys was reasonably pleasant -- we concluded it with no personal hard feelings. They indicated their appreciation for our coming out and our efforts, and I believe that further discussion and coordination should be handled through the attorneys.

L. W. Rulien
Regional Engineer

LWR/cr
cc Jack Sollis
L. C. Grothaus
D. D. Rohrbough

RECEIVED
OCT 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
SEP 2[illegible] 1971
FOR FILING

103-1121
7554

September 21, 1971

Mr. Lawrence D. Looney
Box 148, Route I
Estacada, Oregon 97023

Dear Mr. Looney:

This will acknowledge receipt of your letter of September 9, 1971, received by us yesterday, regarding a concrete box culvert to serve your property and your request that your property be staked.

Your letter is being referred to the office of the State Highway Engineer.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:dr

bc Tom Edwards

File No 43792 L. Looney
Ore 5-[illegible]4 - Eagle Creek - Estacada Section

Estacada, Oregon
9-9-71

Ore State Hiway Commission
Hi way Bldg.
Salem, Ore

RECEIVED
SEP 20 1971
OREGON
STATE HIGHWAY COMMISSION

Attention Floyd Query Sec

Gentleman,

Post pone my proposal until further studies have been made concerning creek & under pass combination

Would like to meet with mr Sample, Mr Rahorbaugh & Mr Reilein at their convenience at my property - to point out advantage of building one 8 ft by 8W X 6 High concrete tube to carry creek flow & for cattle to use during late spring & late fall when water flow is low for crossing to back 35 acres, than to build a 10' X 2½ tube for creek then build a concrete water tube for cattle drinking on my property - my property has been tiled with a begining depth of 4' - so tube could be placed 3½ below ground & 2½' above - your highway will be 3½' above ground at tube sight, so gentleman please don't let my farm loose its identity of a farm by cutting it into two pieces

Please have my property Staked on all four corners, you have moved center line three times; each time taking more property.

Sincerely
Laurence Looney.

RECEIVED
SEP 14 1971
UTILITY UNIT

1859

OREGON STATE
HIGHWAY DIVISION

103-1121
7554

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

September 7, 1971

Portland General Electric Company
335 N. E. Roberts
Gresham, Oregon 97030

Re: Power Pole Relocation
Eagle Creek-Estacada Section
Clackamas Highway
Clackamas County

ATTENTION: Mr. J. A. Doig

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of May 19, 1971, have been approved by the State and the Federal Highway Administration. You are hereby authorized to proceed with the work as of September 8, 1971.

Please contact Mr. D. D. Rohrbough, Resident Engineer, 1622 Third Street, Clackamas, Oregon 97015, telephone 656-6747, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to September 8, 1971 in the amount of $347.86, will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges after completion of relocation work.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

RECEIVED
SEP 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
cc: A. E. Johnson
~~V. L.~~ Gallagher w/attach (2)
V. E. Skoog "
L. W. Rulien w/attach ~~(2)~~
D. D. Rohrbough "
M. W. Stovall "
R. H. Rumbolz "

Note: This work can be added to SFO #5.

L.B. FOSTER CO. GENERAL HEADQUARTERS: PITTSBURGH, PA. • OFFICES IN PRINCIPAL CITIES
SAN FRANCISCO REGIONAL HEADQUARTERS:
ONE XXX CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000
SEATTLE, WASHINGTON • PORTLAND, OREGON • VANCOUVER, B.C. • ANCHORAGE, ALASKA • HONOLULU, HAWAII

DATE: JULY 7, 1971

TO: OREGON STATE HWY. DEPT.

SALEM, OREGON

Dear Sir:

It is with a great deal of pleasure that we have commenced delivery of material to your property which is described as:
EAGLE CREEK BRIDGE - ESTACADA SECTION OF THE CLACKAMAS HWY.
APPROX. 20 MILES S.E. OF PORTLAND, OREGON.

in the county of ______________, State of Oregon, and on the order of(contractor) WILLAMETTE WESTERN CORP. Although your order came to us indirectly, we assure you that we do appreciate your patronage.

This notice is part of the customary routine of transacting the building material business, and is to inform you that we have furnished materials to your property on the order of, and charged to a third party. If, for some reason, we do not receive payment a lien may be claimed.

The first of such materials and supplies were furnished and delivered by the undersigned on the APPROX. 3 WEEK of JULY 19 71, and a lien may be claimed for all such materialsor supplies delivered on and after that date. The payment by owner or lender to the contractor does not remive the right of the person furnishing materials or supplies to claim a lien against the property, unless the person giving the notice is, in fact, paid, and no further notice or any subsequent delivery to the owner is necessary.

This notice is sent to you as the owner, or reputed owner, of the premises upon which the materials and supplies are to be used and in compliance with the laws of the state of Oregon set forth in ORS 87.020.

Please do not hesitate to call on us if there is anything about this notice, that you do not understand, or if we can be of any other assistance to you.

Very truly yours,

L. B. FOSTER COMPANY

Aileen M. Roberts

XXXXXXXXXXXX AILEEN M. ROBERTS
XXXXXXXXXXXXXXXXX OFFICE MANAGER

JEB:ar
XXXXXXXXX MAIL NO. 389896
CERTIFIED
JOB: EAGLE CREEK BRIDGE -
CONTRACT #7554
(address)

NOTED
FLOYD QUERY

RECEIVED
JUN 28 1971
FOR FILING

103-1121
7554

June 28, 1971

Mr. Albert E. Carlsen
Post Office Box 51
Eagle Creek, Oregon 97022

Dear Mr. Carlsen:

Since receipt of your June 15 letter, I have tried to gather enough information on which to base a reasonable reply; however, I do not have a personal understanding of the problem and I am requesting that the Right of Way Supervisor in that area contact you very soon and go over the matter with you. I believe this would be the best way to resolve the situation.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
V. D. Wolfe
D. H. Moehring - Please have Grothaus call on Mr. Carlsen.

RLP:er

FORM 2-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

June 25, 1971

To: Mr. R. L. Porter
State Highway Engineer

BUILDING

SUBJECT: Draft Reply to
Mr. Albert E. Carlsen
File 44305 - Eagle Creek-
Estacada Section
Clackamas Highway
Clackamas County

Enclosed is a rough draft of a reply to Mr. Carlsen's letter of June 15, 1971. Apparently Mr. Carlsen's complaint is that his engineers have discovered .02 acres more area in our taking than our .5 acre more or less.

Mr. Carlsen's file indicates that we are purchasing his property at $2,000 an acre and we are paying $250 damages and giving him a $450 fencing allowance which is $300 more than our normal allowance.

Mr. Harwood has indicated that he does not believe additional money is due to Mr. Carlsen for the .02 acre even though his survey has been checked at this amount. His reason is that the new stakes do not agree with the existing fencing, leaving some doubt as to the accuracy of the private survey.

John R. Oakes

John R. Oakes
Assistant R/W Engineer

JRO:ph

RECEIVED
JUN 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

44305

REFERRED TO Moehring FOR Draft Please

RECEIVED
JUN 18 1971
RIGHT OF WAY

June 15, 1971

R. L. Porter
State Highway Engineer
OREGON STATE HIGHWAY DEPARTMENT
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

Enclosed are copies of correspondence concerning the purchase of property by the highway commission.

Since writing these letters and receiving Mr. Saling's answer, this is the progress made to date:

1. Mr. Priller stated in his office in April that we would be hearing from the highway department by mail.
2. We didn't.
3. In May Mr. Priller was telephoned.
4. Mr. Priller stated then that he was sure he'd written us.
5. Mr. Priller could not find a file copy of the correspondence, however, at that time.
6. Mr. Priller telephoned back and said he'd referred the matter to Mr. Rohrbough and to just phone Mr. R. if no-one showed-up in a few days.
7. Mr. Rohrbough arrived and measured the property in question.
8. Mr. Rohrbough said we would be hearing from the highway department by mail.

9. This was over two weeks ago.

10. No-one has written.

11. No-one has telephoned.

12. No-one has visited.

13. Bulldozers are clearing this property.

14. We are annoyed.

15. We are very annoyed.

Could your department possibly be passing the buck? How many more letters must we compose? How many more telephone calls must we place?

The warranty deed and assignment of claim forms were forwarded by certified mail on April 30 to the other parties for signature. An inquiry was mailed on May 29, and, to date, has not been acknowledged.

What next??

Sincerely,

Albert E. Carlsen

Albert E. Carlsen
P.O. Box 51
Eagle Creek, Oregon
97022
tel 637-3634

RECEIVED
JUN 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 23, 1971

Mr. and Mrs. Albert E. Carlsen

Eagle Creek, Oregon 97022

File 44305
Eagle Creek-Estacada Section
Clackamas Highway

Dear Mr. and Mrs. Carlsen:

Thank you for returning the assignment of claim form. It is incorrect, and we have prepared a new one. We presume you should receive the $450 fencing allowance and so have completed that form accordingly. It should be circulated with the deed to be signed by everyone but you. The signatures on the assignment do not have to be witnessed or acknowledged.

Our check for the $1,250 consideration can be made out to all of you signing the deed, or the grantors can authorize us to distribute the funds among you or to one person. You may agree that the funds go to you or to one of the legal owners or perhaps to the Bank where you make payment on your contract. If there is to be more than one payee, then use more forms. You may want to talk this over with the other parties before starting any of the forms around.

If you have further questions, Mr. Priller of the Portland Office will be glad to assist you.

Very truly yours,

D. H. MOEHRING
Right of Way Engineer

By Earl F Saling

Earl F. Saling
Right of Way Office Mgr.

AE:ls
Encs. 2 sets of assignments
& deed form
cc: Mr. Verne Priller

April 12, 1971

Vern C. Priller
Right of Way Agent
Highway Division
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Mr. Priller:

As requested, we are informing you in writing concerning a strip of our property adjoining the .51 acre the highway division is in the process of purchasing from us.

According to the results of our property survey, this approximate .02 acre strip is not included in either parcel of land now being processed, apparently through an oversight on the part of the highway division staff. We wish to be compensated for this property, also. A survey map is enclosed for your information.

Please let us know in writing if we should retain the papers on the .51 acre until this matter is clarified.

Sincerely yours,

Albert E. Carlsen
P.O. Box 51
Eagle Creek, Oregon
97022

April 12, 1971

Earl F. Saling
Right of Way Office Manager
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Saling:

Enclosed are the papers mailed to us by certified mail No. 94134.

We note a difference of $50.00 in the amount of money typed on the last "Assignment of Claim" form.

Also, could you explain the correct procedure for processing the assignment of claim forms. Are they to accompany the warranty deed for signatures? If we are to fill-out any portion of these claim forms, would you clarify, please--we're sorry, but since we have had no experience in dealings of this type before, the instructions in paragraph six of your letter did not seem particularly clear to us.

Sincerely yours,

Albert E. Carlsen
P.O. Box 51
Eagle Creek, Oregon
97022

RECEIVED
JUN 28 1971
LEE JOHNSON
ATTORNEY GENERAL
FOR FILING

103-1121

7554

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

xxxxxxxxxxxxxxxxxxxxxxxxx

505 State Highway Building

June 25, 1971

Henry L. Bauer, Attorney at Law
Bauer, Murphy, Bayless & Fundingsland
425 S.W. Washington Street
Portland, Oregon 97201

Re: R-43799 - Hazen Williams, et ux.
Eagle Creek-Estacada Section of the Clackamas Highway

Dear Mr. Bauer:

Your letter of June 11, directed to Mr. Earl F. Saling of the Oregon Division of Highways, has been referred to me for handling.

I am informed that the allegations of your client are completely without basis in fact, and are vehemently denied.

In order to arrive at the truth of this matter, may I suggest a meeting at which time the accused may be faced with his accuser.

We are as interested in obtaining the actual facts of what occurred during negotiations as you are, and it would appear this might well be accomplished if the interested parties relate their stories face to face.

May I have your consideration of this proposal. My office, 104 Highway Building, is available, or we would meet at any place of your choosing.

Very truly yours,

LEE JOHNSON
Attorney General

L. I. Lindas
Assistant Attorney General
and Counsel to Highway Division

LIL:bg
cc - Tom Edwards
D. H. Moehring
Louis Grothaus

NOTED
TOM EDWARDS

RECEIVED
JUN 2 [illegible]
OFFICE OF
STATE [illegible] ENGINEER

RECEIVED
JUN 28 1971
FOR FILING

103-1121
7564

June 24, 1971

The Honorable Robert F. Smith
Speaker of the House
425 Broadway Street
Burns, Oregon 97720

Dear Sir:

Mr. Sipprell has handed me your letter and that of R. A. Town, Jr. concerning a problem of pipe substitution on a highway project.

This involved moving and re-establishment of 3,500 lineal feet of fish passage pipe at the Portland General Electric dam near Estacada. The pipe specified was identical to that now in existence. The pipe companies did make a proposal for a change at a cheaper price but the offer came only 48 hours prior to bid opening, much too late to advise all bidders of any change.

After awarding the contract, the proposal was again made and our Region people contacted Portland General Electric and the fish and game people. We found they desired to retain the specification for pipe identical to the balance of the line they had in place and therefore we had to reject Mr. Town's offer.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

TE:ja

bc R. L. Porter
F. B. Klaboe (enc.)
R. B. Sipprell

ROBERT F. SMITH
SPEAKER OF THE HOUSE

HOME ADDRESS:
425 BROADWAY STREET
BURNS, OREGON 97720

THE HOUSE OF REPRESENTATIVES
STATE OF OREGON
SALEM

June 21, 1971

Mr. R. A. Town, Jr.
Town Concrete Pipe, Inc.
P.O. Box 66034
Portland, Oregon 97266

Dear Ray,

I received your letter concerning the bid you submitted to the Oregon State Highway Commission to change a pipeline for Portland General Electric and the Fish Commission.

I, too, am concerned about the circumstances which caused the Highway Department to change their minds regarding the proposal you had made and they apparently had agreed upon.

I am sending a copy of your letter, along with my request for an explanation of the transaction, to Ralph Sipprell, Liaison Engineer for the Highway Division. When I receive his answer, I will send it to you.

Sincerely,

RFS:cj

cc: Ralph Sipprell

RECEIVED
JUN 24 1971
OFFICE OF
LIAISON ENGINEER

NOTED
R. B. SIPPRELL

TOWN CONCRETE PIPE
P.O. BOX 66034 PORTLAND, OREGON 97266
PLANT LOCATIONS: 6803 S.E. JOHNSON CREEK BLVD.
755 N.E. COLUMBIA BLVD.

MEMBER: OREGON CONCRETE PIPE ASSOCIATION
AMERICAN CONCRETE PIPE ASSOCIATION

June 1, 1971

The Honorable Robert F Smith
Speaker of the House
212 State Capitol
Salem, Oregon

Dear Bob:

On a recently bid project for the Oregon State Highway Commission the low contractor, with our help, submitted a request for change on a pipeline they were to replace for Portland General Electric and the Fish Commission. The contractor offered the State a savings of $7,000 by making this change.

Prior to the bid of this project we had talked to the Highway people and the Fish Commission. The Fish Commission's representatives seemed agreeable to such a change but said it would have to be processed through the Highway Department. We spoke with the Highway people and they would not issue an addendum prior to bid but suggested we have the low contractor submit a request for change order after bid. This was done, only to find the Highway people were not going to follow through on the change request.

Now maybe this is the only case of such action by the State or possibly there have been many, I do not know, but anytime the tax-payers of this state can save $7,000 , I think they would be happy to do so; don't you?

NOTED
R. F. SMITH

As tax payers as well as a concrete pipe manufacturer we would appreciate anything you can do. Looking forward to hearing from you,

Very Truly Yours,

Ray
R.A. Town Jr.

RECEIVED
MAY 28 1971
FOR FILING

103-1121
7554

May 28, 1971

R. A. Heintz Construction Company
2035 N. E. Columbia Boulevard
Portland, Oregon 97211

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7554 for work
on the Eagle Creek-Estacada
Section of the Clackamas
Highway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

EI
Enclosure

cc U. S. Fidelity & Guaranty Company
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

bc F. D. Morgan
I. D. Merchant
D. D. Rohrbough
L. W. Rulien

RECEIVED
MAY 18 1971
FOR FILING

-1121
7554

May 18, 1971

R. A. Heintz Construction Company
2035 N. E. Columbia Boulevard
Portland, Oregon 97211

Gentlemen:

The State Highway Commission on May 4, 1971, accepted your proposal for work on the Eagle Creek-Estacada Section of the Clackamas Highway in Clackamas County for the sum of $2,630,990.07 and referred it to the State Highway Engineer with authority to award the contract as soon as necessary right-of-way is acquired and a permit of entry is received from the Railroad.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7554.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 29, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

F. D. Morgan
L. W. Rulien
William Geibel (SAIF)

I. D. Merchant
D. D. Rohrbough

RECEIVED
MAY 17 1971

FOR FILING

153-4121
1554

May 17, 1971

Oregon State Highway Commission

Gentlemen:

An agreement with the Portland Traction Company has been prepared which will allow the State to enter upon Railroad property for construction of the Eagle Creek-Estacada Section of the Clackamas Highway in Clackamas County.

Bids for this project were opened on April 29, 1971, but award of the contract is being withheld until this agreement is executed by the State.

This permit grants the State the right to enter on Railroad property for a period of one year, during which time the State and Railroad are to negotiate for the amount of just compensation the State will pay the Railroad for all of the Railroad property between Boring and Estacada. At the end of a one-year period, if the Railroad and State cannot agree on the amount to be paid, the State is to file a condemnation proceeding.

The agreement provides for the State to take the usual precautions and bear all expense with regard to the construction of the highway. It also requires the State to be responsible for all of the property described on the Exhibit Map of the agreement and assume any risk caused by the State's entry on the Railroad property, except loss caused by the negligence of the Railroad. The contractor is required to supply appropriate insurance in the usual manner which will protect us.

Chairman Jackson approved this matter on May 14 and granted authority for the Secretary to sign the agreement for and on your behalf.

This will be on the agenda for the June 22 meeting and your concurrence is recommended.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
V. E. Skoog
F. D. Morgan (Attn: T. W. Litchfield)
L. W. Rulien

TWL sr

RECEIVED
MAY 13 1971
FOR FILING

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7554

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

xxxxxxxxxxxxxxxxxxxxxxxxx

505 State Highway Building

May 13, 1971

R. A. Heintz Construction Co.
P. O. Box 11005
Portland, Oregon 97211

Re: Bid Proposal Item #71
Eagle Creek-Estacada Section

Attention: J. S. Budd
General Manager

Dear Mr. Budd:

Your May 7 letter to Floyd Query with reference to the above matter has been referred to me for answer.

I have reviewed the matter and have advised the Highway Engineer your request for consideration, under the facts attendant, should be denied.

Very truly yours,

LEE JOHNSON
Attorney General

L. I. Lindas
Assistant Attorney General
and Counsel to Highway Division

LIL:hg

cc - Mr. R. L. Porter
Mr. Tom Edwards
Mr. Floyd Query

cy - Klabne - 5-13-71

NOTED
TOM EDWARDS

RECEIVED
MAY 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 11 1971
FOR FILING

Const
[illegible]
Clack. Sec

Ep

May 10, 1971

R. A. Heintz Construction Company
P. O. Box 11005
Portland, Oregon 97211

Attention: J. S. Budd
General Manager

Gentlemen:

This is to acknowledge receipt of your letter of May 7, 1971, concerning your claim that an error was made on bid item No. 71 in the proposal you submitted for the Eagle Creek-Estacada Section on April 29, 1971.

Your letter and the information attached to it are being forwarded to the office of the State Highway Engineer.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:dr

bc Tom Edwards

R. A. HEINTZ CONSTRUCTION CO.
Highway and General Contractors
Equal Opportunity Employer

PHONE: 285-9886
2035 N. E. COLUMBIA BLVD.
P.O. BOX 11005
PORTLAND, OREGON 97211

May 7, 1971

Oregon State Highway Division
Salem, Oregon 97310

Att: Floyd Query
Secretary

Ref: Eagle-Creek-Estacada Section
Clackamas Highway

Gentlemen:

The R. A. Heintz Construction Co., submitted a bid and are apparently low bidder on the above project.

In submitting the bid there was an error made on Bid Item No. 71. A quotation was received from Mr. Workman by phone. In reviewing the quotation I cannot say it was a typographical error 100%, or an error in writing the quotation down. However, the error was made.

Finalization on this project and the Pendleton-Emigrant Hill project was not made until 3 A. M. in the morning. I started reviewing and checking both jobs with the priority given to the Pendleton-Emigrant Hill job, and it was not until 8:20 A.M. that the error was discovered in our home office. By this time there had been another quotation received reflecting approximately a $5,000.00 saving to the contractor on materials.

With this information, a telegram was sent requesting a raise in one item, Item No. 71 Lump Sum, Shoring and cribbing, which was actually a correction to cover a plus and a minus differential.

The contractor requests consideration be given to this mistake, recognizing the implications that are involved in making such a request. However, the actual telegram was filed as shown, at one minute before bid opening time.

R. A. HEINTZ CONSTRUCTION CO.

Highway and General Contractors
Equal Opportunity Employer

PHONE: 285-9886
2035 N. E. COLUMBIA BLVD.
P.O. BOX 11005
PORTLAND, OREGON 97211

Attached hereto is copy of quotation from Mr. Workman whose prices were used on the bridge items, along with the written quotation taken down over the phone on April 28, 1971 at approximately 9 P. M. Also attached a photostatic copy of contractors analysis of items from Item 44 through Item 86 as bid.

Very truly yours,

R. A. HEINTZ CONSTRUCTION CO.

J. S. BUDD
General Manager
JSB:mt
Attach:

P. S.: In looking at the bids that were received, indications are that the second bidder also used Mr. Workman's prices in computing his bid.

RECEIVED
MAY 10 1971
OREGON
STATE HIGHWAY COMMISSION

TEL

X RX

11 SME

BID OPENS 900AM
THE STATE OF OREGON
OREGON STATE HIGHWAY COMMISSION
STATE HIGHWAY BLDG ROOM 122

REFERENCE JOB EAGLE CREEK-ESTACADA SECTION-CLACKAMAS HIGHWAY-CLACKAMAS COUNTY REFERENCE BID ITEM #71 LUMP SUM SHORING AND CRIBBING ETC. RAISE OUR BID $15,000. TO $73,000. FOR THIS ITEM AND INCREASE TOTAL BID PRICE BY THE SAME AMOUNT.

RECEIVED
MAY 6 1971

R. A. HEINTZ CONSTRUCTION CO.

DATE 34 APR 29 859A PDT
~~3 EXTRA~~ (CFM)
CHECK 45 PDB 3¢ EXTRA
TEL. NO. 285-9886
DEST'N SALEM ORG
SIGNATURE J S BUDD
GENERAL MANAGER
R A ~~HXNNX~~ HEINTZ
CONSTRUCTION CO
SUB. BD SIG
2035 NE COLUMBIA
BLVD PTLD

SOCIAL REMINDER	
YES	NO

SENT SUBJSENDERS RISK DUE TO BID OPENING 900AM
1 MINUTE TO GET THERE AT DSTN/34
MAIL CFM COPY TO: J S BUDD GENERAL MGR
R A HEINTZ CONSTRUCTION CO
2035 NE COLUMBIA BLVD PORTLAND ORG

WU 550 (R5-67)

WORKMAN CONTRACTORS, INC. *General Contractors*

PHONE 266-6612
P. O. BOX 520
CANBY, OREGON 97013

May 3, 1971

R. A. Heintz Construction Co.
2035 N. E. Columbia Blvd.,
Portland, Ore.

Subject: Eagle Creek-Estacada Section of Clackamas Highway in Clackamas County, Oregon. Bid April 29, 1971.

Gentlemen:

We herewith confirm our quotation given you by telephone for certain bid items for the subject project.

Bid Item				
#20.	Reinforced concrete bridge end panels.	220 sq.yds	@ $22.00 sq.yd.	$ 4,840.00
21.	Class "A" concrete in box culverts and walls.	700 cu.yds.	@ 95.00 cu.yd.	66,500.00
22.	Reinforcement in box culverts and walls.	100,000 lbs.	@ .16 lbs	16,000.00
23.	15" paved culvert end slopes.	2 only	@ 100.00 each	200.00
24.	18" paved culvert end slopes	16 only	@ 130.00 each	2,080.00
25.	24" paved culvert end slopes	6 only	@ 250.00 each	1,500.00
26.	36" paved culvert end slope	1 only	@ 280.00	280.00
27.	60" paved culvert end slopes	2 only	@ 450.00 each	900.00
62.	Concrete walks	300 sq.yds.	@ 10.00 sq.yd.	3,000.00
63.	Concrete curbs	380 cu.yds.	@ 75.00 cu.yd.	28,500.00
71.	Shoring & cribbing etc.	lump sum		58,600.00
72.	Structure excavation	770 cu.yds.	@ 2.00 cu.yd.	1,540.00
73.	Structure excavation below elevations shown	70 cu.yds.	@ 2.00 cu.yd.	140.00
74.	Special footing backfill	320 cu.yds.	@ 6.00 cu.yd.	1,920.00
75.	Furnish HP 12x53 steel piling	1,419 lin.ft.	@ 6.75 lin.ft.	9,578.25
76.	Furnish HP 14x73 steel piling	1,080 lin.ft.	@ 8.40 lin.ft.	9,072.00
77.	Drive steel piling	58 only	@ 345.00 each	20,010.00
78.	Splice steel piles	15 only	@ 30.00 each	450.00
79.	Class "A" concrete	lump sum		108,800.00
80.	140'/145' Bulb tee prestressed beams	18 only	@ 4,055.00 each	72,990.00
81.	Reinforcement	lump sum		50,000.00
82.	Three tube metal railing	720 lin.ft.	@ 14.75 lin.ft.	10,620.00
			Total	$467,520.25

Very truly yours

Harold Workman (Pres)

Workman Contractors Inc.

HW/ed

RECEIVED
MAY 3 1971
R. A. HEINTZ CONSTRUCTION CO.

INFORMAL QUOTATION

Received From Bert Workman

Date 4/25

Per ______ Phone ______

by: ☑ Phone ☐ Wire ☐ Personal visit with agent

☐ Other ______

Project Eagle Creek

Material or Subject ______

Line	Quantity	Description	Price Unit	Price Tota
1	1	58800		
2	2	2.00		
3	3	2—		
4	4	6—		
5	5	6.75		
6	6	849		
7	7	344		
8	8	30—		
9	9	105800		
10	10	4655		
11	1	50 000		
12	2	14.75		
13				
14		T 343 770		
15				
16	20	22— 21 218—		
17	1	95— 26 280—		
18	2	16 77 460—		
19	3	100— 62 10—		
20	4	130— 62 71		

Confirmation Requested - Yes ☒ No ☐

Shipment VIA ______ Delivery ______

FOB ______ Terms ______

Rec'd. by ______

PREPARED BY	HF	4/1/71
APPROVED BY		

STATE of OREGON
EAGLE CREEK - ESTACADA

LINE NO.		(1) Quantity	(2) Unit Cost	(3) Total Cost	(4)	(5) Unit Bid	(6) Total Bid
44	30" Storm Sewer Pipe	380 LF	16 05	6099 –		18 45	7011 –
5	36" " " "	320 LF	21 23	6793 60		24 40	7808 –
6	12" Sanitary " "	1620 LF	5 32	8618 40		6 15	9963 –
7	10" " " "	270 LF	8 13	2195 10		9 35	2524 50
8	6" Sanitary Pressure	80 LF	10 00	800 00		12 00	960 00
9	18" Fish Conduit	3500 LF	11 55	40425 00		13 30	46550 00
50	X-Pipe Under Pavement	270 LF	8 –	2160 –		10 –	2700 –
1	Concrete Manholes	28 only	268 44	7516 32		308 70	8643 60
2	Concrete Inlets	48 only	230 00	11040 00		265 00	12720 00
53	6" Drain Pipe	650 LF	2 20	1430 –		2 80	1820 –
4	8" " "	8000 LF	2 80	22400 –		3 50	28000 –
5	Spec Filter Mat Drain	1230 cy	9 00	11070 –		10 00	12300 –
6	Guard Rail Type 2	850 LF	2 80	2380 –		2 80	2380 –
7	" " Type 2A	2150 LF	3 90	8385 –		3 90	8385 –
8	Guard Rail Anchors	12 only	200 00	2400 –		200 00	2400 –
9	X-Gd Rail Bdge Conn	5 only	100 00	500 –		100 00	500 –
60	Type 2 Fence	6600 LF	0 75	4950 –		0 75	4950 –
1	16' x 48" Sgl Gates	2 only	350 00	700 –		350 00	700 –
2	Concrete Walks	300 sq yd	5 40	1620 –		6 –	1800 –
3	Concrete Curbs	380 cy	55 –	20900 –		55 –	20900 –
4	X-Asphalt Approaches	45 only	125 –	5625 –		125 –	5625 –
5	Loose Riprap - CL 100	580 cy	6 70	3886 –		8 50	4930 –
6	" " CL 700	1870 cy	6 70	12529 –		8 50	15895 –
7	Guide Posts - W-1 + Y-1	470 only	8 00	3760 –		8 00	3760 –
8	Guide Posts - Flexible	20 only	15 00	300 –		15 00	300 –
9	Salvage + Stockpile Pipe	80 LF	4 00	320 –		4 00	320 –
70	Rdsde Seed + Mulch	25 Acr	269 00	6725 –		269 00	6725 –
71	Shore + Crib	L/S	58000 –	58000 –		58000 00	58000 –
72	Struct Excav	770 cy	2 –	1540 –		2 –	1540 –
3	" " Below Elev.	70 cy	2 –	140 –		2 –	140 –
4	Special Footing Backfill	320 cy	6 –	1920 –		6 –	1920 –
35	Furn HP 10x53 Steel Pile	1419 LF	6 75	9578 25		6 75	9578 25
6	" " 14x73 " "	1080 LF	8 44	9115 20		8 44	9115 20
7	Drive Steel Piles	58 only	3 44	199 52	XXX 1995	3 44	199 52
8	Splice " "	15 only	30 00	450 00		30 00	450 00
39	CL A Concrete	L/S	108800 00	108800 –		108800 00	108800 –
80	140' x 4 1/2' Bulb Tee Beams	18 only	4055 00	72990 –		4055 00	72990 –
1	Reinforcement	L/S	50000 00	50000 –		50000 00	50000 –
2	[illegible]	720 LF	14 75	10620		14 75	10620 –

9	18" Fish Conduit	270 LF	8 -	2160 -			
50	X-Pipe Under Pavement	28 each	268.44	7516.32		308.70	8643.60
1	Concrete Manholes	48 each	230.00	11040.00		265.00	12720.00
2	Concrete Inlets	650 LF	2.20	1430 -		2.80	1820 -
53	6" Drain Pipe	8000 LF	2.80	22400 -		3.50	28000 -
4	8" " "	1230 cy	9.00	11070 -		10.00	12300 -
55	Spec Filter Mat Drain	850 LF	2.80	2380 -		2.80	2380 -
56	Guard Rail Type 2	2150 LF	3.90	8385 -		3.90	8385 -
7	" " Type 2A	12 each	200.00	2400 -		200.00	2400 -
8	Guard Rail Anchors	5 each	100.00	500 -		100.00	500 -
9	X-GdRail Bdge Conn	6600 LF	0.75	4950 -		0.75	4950 -
60	Type 2 Fence	2 each	350.00	700 -		350.00	700 -
1	16'x48" Sgl Gates	300 sq yd	5.40	1620 -		6 -	1800 -
62	Concrete Walks	380 cy	55 -	20900 -		55 -	20900 -
3	Concrete Curbs	45 each	125 -	5625 -		125 -	5625 -
4	X-Asphalt Approaches	580 cy	6.70	3886 -		8.50	4930 -
5	Loose Riprap - Cl 100	1870 cy	6.70	12529 -		8.50	15895 -
6	" " Cl 700	470 each	8.00	3760 -		8.00	3760 -
7	Guide Posts - W-1 + Y-1	20 each	15.00	300 -		15.00	300 -
8	Guide Posts - Flexible	80 LF	4.00	320 -		4.00	320 -
9	Salvage + Steel Pile Pipe	25 per	269.00	6725 -		269.00	6725 -
70	Rdside Seed + Mulch	L/S	5800.00	5800.00		5800.00	5800 -
71	Shore + Crib	770 cy	2 -	1540 -		2 -	1540 -
72	Struct Excav	70 cy	2 -	140 -		2 -	140 -
3	" " Below Elev.	320 cy	6 -	1920 -		6 -	1920 -
4	Special Footing Backfill	1419 LF	6.75	9578.25		6.75	9578.25
5	Furn HP 10x53 Steel Pile	1080 LF	8.44	9115.20		8.44	9115.20
6	" " 14x73 " "	58 each	3.44	199.52	XXX 1995+	3.44	199.52
7	Drive Steel Piles	15 each	30.00	450.00		30.00	450.00
8	Splice " "	L/S	108800.00	108800 -		108800.00	108800 -
9	Cl A Concrete	18 each	4055.00	72990 -		4055.00	72990 -
80	140'x45' Bulb Tee Beams	L/S	50000.00	50000 -		50000.00	50000 -
1	Reinforcement	720 LF	14.75	10620 -		14.72	10600 -
2	3-Tube Metal Railing	L/S	400.00	400 -		400 -	400 -
3	Remove Exist Sign Install	L/S	3500.00	3500 -		3500.00	3500 -
4	[illegible] Sign Posts	L/S	3000.00	3000 -		3000.00	3000 -
5	Sign Support F?63	L/S	900.00	900 -		900 -	900 -
6	[illegible] Sign Posts						

UTILITY UNIT
[illegible]

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

103-1121
7554

May 4, 1971

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

Re: Transmission Line Relocation
Eagle Creek-Estacada Section
Clackamas Highway
Clackamas County

ATTENTION: Mr. John T. Wiitala

NOTED
A. E. JOHNSON

Gentlemen:

This is to advise you that the "Danger Tree Removal" easements required to accommodate the reconstruction of your transmission line, on the subject project between Highway Stations 1198 and 1242, are now available for the required clearing. These easements are being acquired under the following OSHD R/W Files:

44083
44084
44085
44086
44087
44420
44421
44422
44423
44424
44425
44426

If further information or assistance is required, please contact Jack M. Cartwright, Utility Office Engineer, Room 314, State Highway Building, Salem, Oregon 97310.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
cc: A. E. Johnson
D. H. Moehring
L. W. Rulien
L. C. Grothaus
D. D. Rohrbough
R. H. Rumbolz

RECEIVED
MAY 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 30 1971
FOR FILING

103-1121
7554

April 29, 1971

Jack, Goodwin and Anicker
Lawyers
704 Main Street
Oregon City, Oregon 97045

Attention: James O. Goodwin

Gentlemen:

Your letter of April 27 concerning a request for a work stoppage on the Eagle Creek-Estacada Section by Lawrence Looney and Cloyd Looney is being referred to the office of the State Highway Engineer.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

cc R. L. Porter

JACK, GOODWIN & ANICKER
LAWYERS
SUITE 200 SMITH BUILDING
704 MAIN STREET
OREGON CITY, OREGON
97045

GLENN R. JACK
JAMES O. GOODWIN
JOHN C. ANICKER, JR.
ALAN R. JACK
STANLEY C. URBIGKEIT
SIDNEY A. BROCKLEY

TELEPHONE
656-1491

27 April 1971

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Floyd Query, Secretary

Re: Oregon S-274 (-)
Eagle Creek - Estacada Section
Lawrence Looney
Cloyd Looney

Gentlemen:

The Looney brothers, who now farm adjoining places as above captioned (which have been farmed by their family for more than sixty years) request that a work stoppage order be made and further discussion had on:

(1) the handling of the creek on and along their properties,

(2) the matter of a cattle crossing on Lawrence's property, which could be incorporated in the tube for the creek to cross the highway,

(3) a farm crossing or crossings, the latter of which the brothers would be willing to share so long as they had sufficient access for two gates at their common line, and

(4) the matter of a method whereby water can be obtained for cattle on Cloyd Looney's larger parcel of property from the small parsel.

These matters are pretty much essential to the continued operation of their farms from a standpoint of pasturing cattle and their circulation from grass to water on the Lawrence Looney property, and the movement of farm machinery back and forth across the highway on both places, inasmuch as they would have to redesign their implements and mode of farming if they are required to operate their equipment along the public roads to get back and forth across their farms.

Very truly yours,

James O. Goodwin

James O. Goodwin

JOG/g

cc George C. Wills, Chief Locating Engineer
William H. Sample, Final Design Supervisor
D.D. Rohrbough, State Resident Engineer
L. R. Rulien, Region I Engineer
Lawrence Looney and Cloyd Looney

RECEIVED
STATE HIGHWAY COMMISSION

APR 14 1971

FOR FILES

163-1121

7554

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 13, 1971

To: MEMORANDUM TO THE FILES

SUBJECT: Installation of Electrical Conduit Under Existing Pavement

Six projects advertised for opening of bids on April 29 and 30, 1971 require installation of electrical conduit under existing pavement. We have modified the standard specifications by special provision to permit the installation of conduit by the "open trench" method on all these projects except the Canyonville Interchange Illumination Project. On the Canyonville Interchange Illumination Project, Carol Kassey did not want to permit open trenching because this work was in areas of limited sight distance and would be hazardous to traffic.

Frank L. Hall
Design Engineer

By Original signed
C. G. Swenson
C. G. Swenson
Specifications Engineer

F. B. KLABOE

CGS:jg
cc: F. B. Klaboe

REFERRED TO
Edw
By Asst. State Hwy. Engr

NOTED
TOM EDWARDS

RECEIVED
APR 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Conduit on:	Conduit Under Pvt.
Eagle Cr.-Estacada	Mod.
Fir St. - Lewis St.	Mod.
3rd - At Wilson	Mod.
Canyonville Interchange	Std.
Myrtle Cr. Interchange	Mod.
Lombard St. - Jamison Rd.	Mod.

RECEIVED
MAY 4 - 1971
FOR FILING

103-1121
7554

4 R
3-30-71

April 1, 1971

City of Estacada
City Hall
Estacada, Oregon 97023

MISC. CONTRACTS and AGREEMENTS No. 4178

Attention: Richard O. Miller
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of a traffic signal at the intersection of the new alignment of the Clackamas Highway and Broadway Street in your city.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc F. B. Crandall
(conf. agree. att.)

RECEIVED
MAY 3 - 1971

FOR FILING
103-1121
.7554

4l
3-30-71

April 1, 1971

AIR #566

City of Estacada
City Hall
Estacada, Oregon 97023

Attention: Richard O. Miller
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of a throughway-abandonment agreement concerning construction of the Eagle Creek-Estacada Section of the Clackamas Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conf. agree. att.)

RECEIVED
MAR 26 1971
FOR FILE
103 + M21
7554

March 24, 1971

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Estacada for the installation of a traffic signal at the intersection of the new alignment of the Clackamas Highway and Broadway Street in that city. This installation will be made as a part of the construction of the Eagle Creek-Estacada Section of the Clackamas Highway.

The City has agreed to care for maintenance and to pay for power consumption. The State shall pay all costs of the original installation. This cost is estimated to be $30,000 and will be charged to the construction project.

Your approval of the agreement and authorization for the Secretary to sign it on your behalf is recommended.

This matter will be on the agenda for your consideration at the meeting of March 30.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
F. B. Crandall
R. N. Bothman
H. S. Cox
L. W. Rulien

VPJ:njc sr

RECEIVED
MAR 28 1971
FOR FILING

Const
RLH
[illegible]

March 23, 1971

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the March 30 meeting will be a throughway-abandonment agreement concerning construction of the Eagle Creek-Estacada Section of the Clackamas Highway, lying partially within the corporate limits of the city of Estacada. A companion agreement with Clackamas County covering the portion of the project outside the city limits was approved by you on March 17, 1970.

This agreement generally provides for construction and maintenance of the project by the State and covers right-of-way acquisition, grading, drainage, base, paving, curbs and signing. The City agrees to the closure of certain streets and to cooperate with the State in the usual manner to effect the adjustment or relocation of any utility installation which may be in conflict with the plans for the project. Upon completion of construction and opening of the new section to traffic, the City is to accept all the State's right, title, interest, jurisdiction, maintenance and control of approximately one mile of existing highway that will be by-passed. The General Provisions stipulate that the City will be allowed the use, by permit, of a parcel of excess right-of-way for public use only.

This project is expected to cost approximately $3,500,000 and is to be financed by the State Bond (1970) Program. Present construction schedule plans envision the possibility of opening bids for the project at the April 29 letting.

Completion of construction will allow removal of another old and tortuous section from the state highway system by providing a new and modern facility.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Quary
Tom Edwards
F. B.Klaboe
A. E. Johnson
V. D. Wolfe
L. H. Young
Frank Hall
F. D. Morgan
H. S. Cox
L. W. Rulien

MCH:ljt sr

RECEIVED
MAR 16 1971
FOR FILING

103-1121
C7554

March 16, 1971

Mr. Richard O. Miller
City Recorder
City Hall
Estacada, Oregon 97023

Dear Mr. Miller:

As promised by representatives of the State Highway Division, our Traffic Section has investigated the various intersections of the new alignment of the Clackamas Highway with City streets in Estacada. As a result of this, it is proposed that traffic signals be installed at the Broadway Street intersection. It would appear that this would be of the most benefit in the movement of pedestrians and vehicles between the residential area south of the new alignment and the central business district.

There are attached two copies of an agreement covering this proposed installation. The State will care for all costs of the installation and the City has asked to care for future maintenance and power consumption.

Will you please arrange for the execution of these agreements by the proper City officials and return them to this office. We will then arrange for their execution by the State Highway Commission, after which the City will be furnished a fully executed copy.

Very truly yours,

R. L. Porter
State Highway Engineer

by

F. B. Klaboe
Assistant State Highway Engineer

LEG:Njc

bc: R. L. Porter
Tom Edwards
V. D. Wolfe
F. B. Crandall
L. W. Rulien/Att.
H. S. Cox

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 8, 1971

SUBJECT: Traffic Signal Study
New Clackamas Highway
Estacada

To: L. E. George
Operations Engineer

OFFICE

As instructed, we have made a study of the possible need for traffic signals on the soon to be constructed section of the Clackamas Highway in Estacada.

Because the new construction will cause a complete change in the traffic patterns in the area volume data must be estimated. Working with John Hanks we have arrived at the following:

Intersection	Estimated 1971 Volumes	
	Highway	Cross-Street
Second Avenue	3,000	1,000
Elm Road	2,000	400
Broadway Street	2,000	800
Main Street	4,000	2,000
Currin Street	4,800	300
Woodburn-Estacada	3,500	1,800

Observations of the movement of school children were made in the morning and in the afternoon on two days this week. It appears that all children living south and west of the new alignment are bussed to and from school. No children were observed walking across the new line in the morning. In the afternoon an average of 15 crossed at Elm Road each day, two at Broadway and four at Main Street. This appeared to be a movement between the residential area and the downtown-not school-connected movements.

Based strictly upon facts and figures there is no apparent need for signals at any of these intersections with the possible exception of the highway junction. This intersection will be well channelized and should operate successfully. However, a larger than normal proportion of the highway traffic consists of log trucks. The recreational nature of the upper Clackamas River promotes extremely high summer week-end volumes. The highway will cut off a growing residential area from the rest of the city. Experience with previously constructed expressway-type facilities indicates that there is a need for signals to help local traffic cross the highway.

NOTED
L.E. GEORGE

SP*62478-734

For the above reasons it is recommended that signals be installed at one intersection to "unlock" the area between the highway and the river. My choice of intersections would be Broadway which is somewhat centrally located and leads to the business district. I would suggest, however, that the choice be made in consultation with City officials.

If you approve of this report I would suggest that we send it to Larry Rulien for his review before sending it downstairs.

Val Johnson

Val Johnson
Traffic Control Engineer

VPJ:pb

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 4, 1971

SUBJECT: Traffic Conditions
Proposed Alignment for
Clackamas Highway
Hwy. No. 171
Estacada

To: Val Johnson
Traffic Control Engineer

OFFICE

As per your request, a field investigation was done regarding traffic and pedestrian conditions for the subject highway in Estacada.

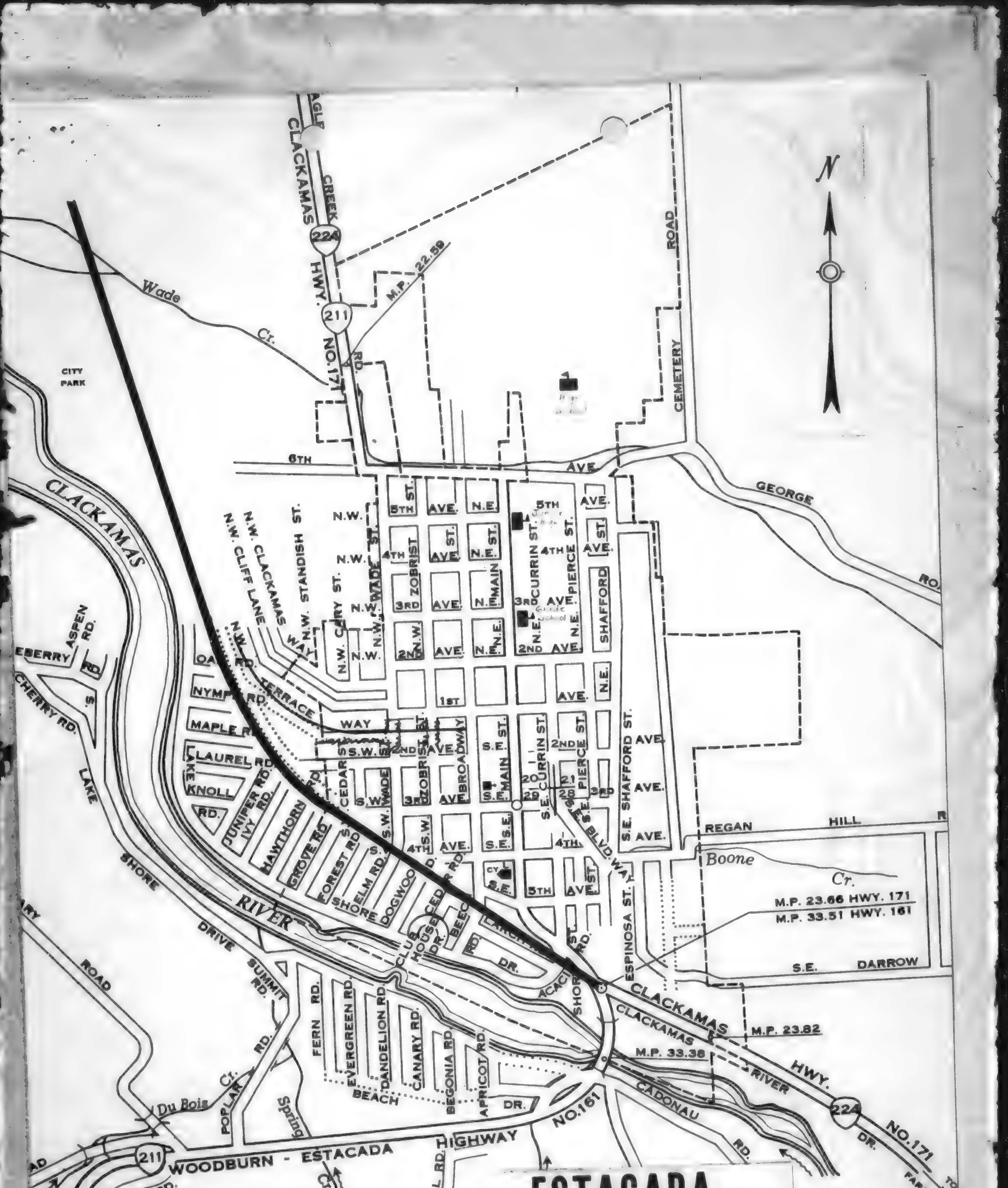
As a result of the school pedestrian observations, it was found that in the morning the school students living in the Lake Shore Drive area, west of the proposed highway alignment, rode to school on a school bus and there were no school pedestrians crossing the proposed highway alignment who were observed. School starts at approximately 8:30a.m. in the morning and the section of new highway alignment between Elm Road and the Woodburn-Estacada Highway was observed during the period from 8:00 to 8:30 a.m., March 2 and March 3, 1971. In the afternoon, it was found that for the two days in which school pedestrians were observed that an average of fifteen crossings were made at Elm Road, an average of two school pedestrian crossings were made at Broadway, and an average of four school pedestrian crossings were made at Main Street. School pedestrians were observed in the afternoon from 2:30 p.m. to 4:00 p.m. It appeared that the afternoon school crossings were due mainly to pedestrians going back and forth from home to the downtown area of Estacada. I would guess that the number of school crossings would increase somewhat during better weather conditions. During the two days in which we observed crossings, there were intermittent periods of rain and snow. As a result of our observations, it is recommended that provisions be made for a school crossing at Elm Road.

In regard to the need for traffic signals at Ivy Road, Broadway, Main Street and the Woodburn-Estacada Highway intersections with the proposed highway, traffic was observed on these intersecting streets. Ivy Road and S. W. Second Avenue, at the present time, do not intersect the proposed highway alignment. It appeared that the Woodburn-Estacada Highway carried the largest volume of traffic which would intersect with the proposed highway. Broadway Street appeared to carry more traffic than any of the other streets intersecting the proposed highway, besides the Woodburn-Estacada Highway. Lakeshore Drive serves an area of approximately 70 residential dwellings including some new apartments which are being built, houses and mobile homes which are on blocks.

Based on the traffic observations and on the number of dwelling units along Lakeshore Drive, it would not appear that there would be enough traffic volume to warrant a traffic signal at any other location than possibly the intersection of the two highways.

Dwayne Hofstetter
Investigations Engineer

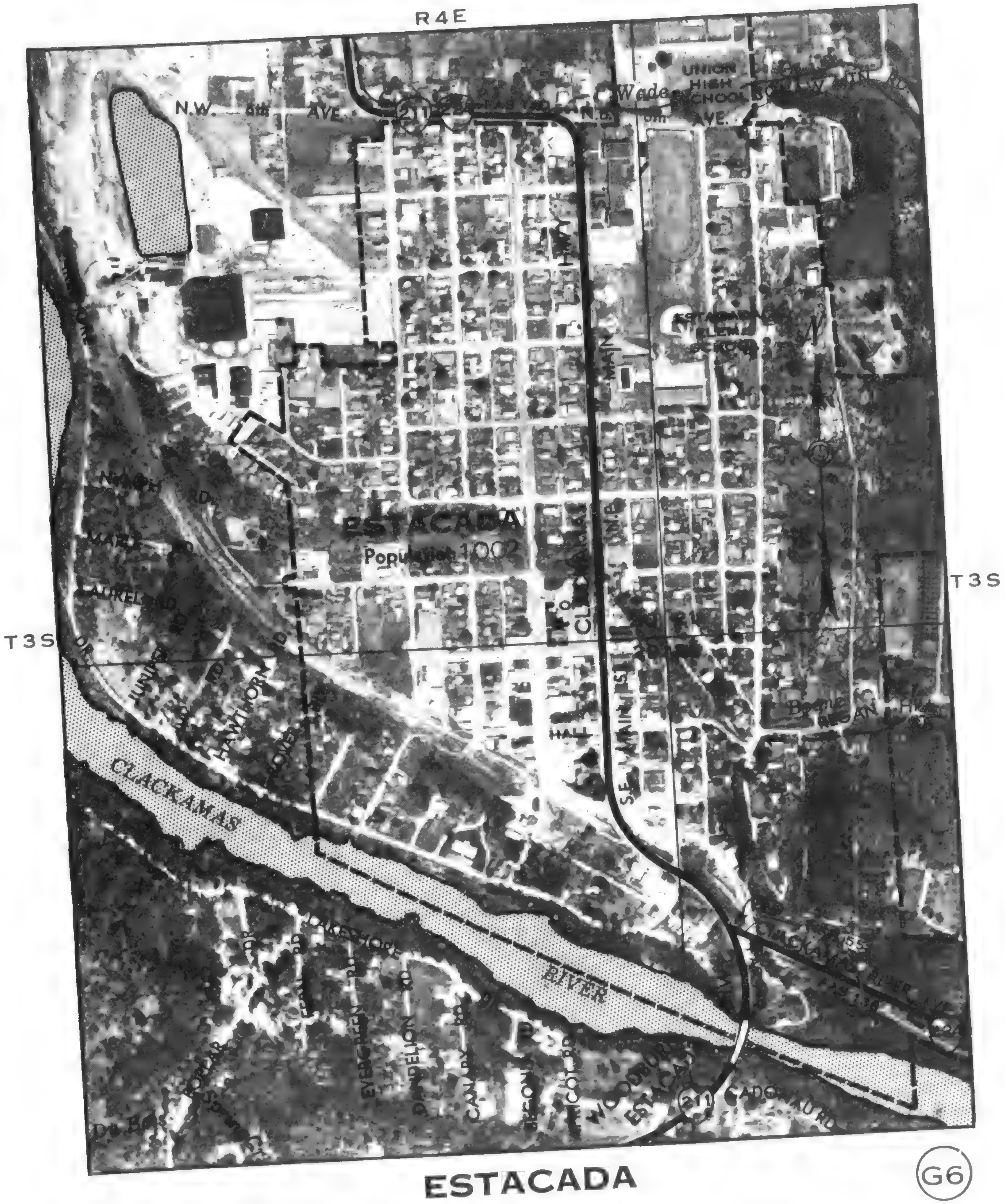
DH:pb



ESTACADA

CLACKAMAS COUNTY OREGON

N
EAGLE CREEK
CLACKAMAS HWY. NO. 171
224
211
M.P. 22.59
Wade Cr.
CITY PARK
CLACKAMAS RIVER
6TH AVE.
GEORGE ROAD
CEMETERY ROAD
N.W. 5TH AVE.
N.E. 5TH AVE.
N.W. 4TH AVE.
N.E. 4TH AVE.
N.W. 3RD AVE.
N.E. 3RD AVE.
N.W. 2ND AVE.
N.E. 2ND AVE.
1ST AVE.
TERRACE WAY
S.W. 2ND AVE.
S.E. 2ND AVE.
S.W. 3RD AVE.
S.E. 3RD AVE.
S.W. 4TH AVE.
S.E. 4TH AVE.
S.E. 5TH AVE.
ZOBRIST ST.
WADE ST.
MAIN ST.
CURRIN ST.
PIERCE ST.
SHAFFORD ST.
N.W. CARY ST.
N.W. STANDISH ST.
N.W. CLACKAMAS WAY
N.W. CLIFF LANE
BROADWAY
CEDAR
S.E. SHAFFORD AVE.
ESPINOSA ST.
BLVD. WAY
High School
Junior High
Grade School
CY.
20 29
21 28
REGAN HILL R
Boone Cr.
M.P. 23.66 HWY. 171
M.P. 33.51 HWY. 161
S.E. DARROW
M.P. 23.82
M.P. 33.38
CLACKAMAS HWY. 224 NO. 171
CLACKAMAS RIVER
CADONAU RD.
FARADAY DR.
TO FARADAY ST.
ASPEN RD.
EBERRY RD.
CHERRY RD.
LAKE SHORE DRIVE
OAK RD.
NYMPH RD.
MAPLE RD.
LAUREL RD.
LAKE KNOLL RD.
JUNIPER RD.
IVY RD.
HAWTHORN RD.
GROVE RD.
FOREST RD.
ELM RD.
SHORE DR.
DOGWOOD RD.
CEDAR RD.
BEECH RD.
LARCH
CLUB HOUSE DR.
DR.
ACACIA
SHORE RD.
SUMMIT RD.
FERN RD.
EVERGREEN RD.
DANDELION RD.
CANARY RD.
BEGONIA RD.
APRICOT RD.
BEACH DR.
RIVER ROAD
POPLAR RD.
Du Bois Cr.
Spring
WOODBURN - ESTACADA HIGHWAY NO.161
DAY HILL RD.
REID RD.
MOLALLA
TO
New Hwy. Alignment
Existing Street
Ridge Seperating City


R4E
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T3S
N.W. 6th AVE.
N.E. 6th AVE.
Wade
UNION HIGH SCHOOL
211
HWY
MAIN
ESTACADA ELEM SCHOOL
ESTACADA
Population 1002
LAUREL RD
HAWTHORN RD
HALL
S.E. MAIN ST
CLACKAMAS
RIVER
LAKESHORE
EVERGREEN RD
DANDELION RD
CANARY RD
WOODBURN ESTACADA
211
CADONAU RD

ESTACADA

bc: R. L. Porter
Tom Edwards
F. B. Klaboe
Victor Wolfe
L. H. Young
~~F. L. Hall~~
P. B. Crandall-Please review an
, investigate
signal matters.

Val
Same
LES

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 24, 1971

Estacada City Council
City Hall, P. O. Box 247
Estacada, Oregon 97023

Attn: Mr. Richard O. Miller, Admin.

Gentlemen:

Reference is made to the agreement relating to the Eagle Creek-Estacada Section of the Clackamas Highway, which is presently in your possession.

The project is currently being prepared for advertisement and acceptance of bids at the March bid letting, and in this event, we must have the executed agreement returned to this office immediately if this is to be accomplished.

It is felt that the City and State has mutually agreed to all concerns of both parties; however, your most recent concern is that of traffic-pedestrian signalization, and we wish to express our position on this matter.

Due to the late date in regard to the proposed bid acceptance, we will have our Traffic Section conduct a traffic control study on this proposed project which will include an analysis of need for pedestrian facilities, traffic signals, pedestrian and vehicle counts, costs, etc., and upon completion of this analysis, will meet with you to discuss and determine what installations can be made in this regard.

Mr. L. C. Kiggins, Supt. of Public Works, forwarded to State a sketch of proposed sewer pipe installation; however, due to the specifications and plans being completed, we are returning the sketch (enclosed) and suggest you negotiate with contractor in this regard.

We appreciate your interest in this matter and request your immediate consideration of the foregoing, and return of the executed agreements to this office.

Very truly yours,

R. L. Porter
State Highway Engineer

By

DNHarwell
D. H. Harwell
Coordinating Engineer
County and City Section

NOTED
L.E. GEORGE

TRAFFIC CONTROL
ENGINEER

DNH:ljt
Encl.
cc: Clackamas County Board of Commissioners
L. W. Rullen

[illegible]
UTILITY UNIT
FOR FILING

OREGON STATE
HIGHWAY DIVISION

103-1121
7554

HIGHWAY BUILDING • SALEM, OREGON • 97310

Phone 378-6511

TOM McCALL
GOVERNOR

March 15, 1971

City of Estacada
P. O. Box 247
Estacada, Oregon 97023

Re: Water Line Adjustment
Eagle Creek-Estacada Section
Clackamas Highway
Clackamas County

ATTENTION: Mr. R. Q. Miller
Administrator-Recorder

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of February 26, 1971, have been approved by the State. You are hereby authorized to proceed with the work as of March 15, 1971.

Please contact Mr. D. D. Rohrbough, Resident Engineer, P. O. Box 407, Tualatin, Oregon 97062, telephone 638-6777, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to March 15, 1971, in the amount of $4834.44, will be made in accordance with Paragraph 7g(3) of PM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

RECEIVED
MAR 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl

cc: A. E. Johnson
V. L. Gallagher (w/attach) (2)
V. E. Skoog
L. W. Rulien (w/attach) (2)
D. D. Rohrbough "
M. W. Stovall "
R. H. Rumbolz "

*Note to L. W. Rulien: Please have a State Force Order prepared and submitted for this work. Prefix No. 103-1121. Return one copy of Est. and sketch with SFO.

RECEIVED
MAR 16 1971
FOR FILING
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

703-1121
7554

March 12, 1971

Portland Traction Company
1800 S. E. Water Avenue
Portland, Oregon 97214

ATTENTION: Mr. F. V. Schlaf

Re: Encroachment Map and Cross Sections
Eagle Creek-Estacada Section
Clackamas Highway
Clackamas County
R/W File No. 40855
Your File No. A

NOTED
F. B. KLABOE

Gentlemen:

Herewith you will find six (6) prints each of the following:

1. Encroachment Map, No. 9B-8-1, dated March, 1971.
2. Encroachment Cross Sections, Drawing No. 9B-8-2, dated March, 1971.
3. Description of Right of Way and Easement, File No. 40855, dated March 1, 1971.

This material describes the portions of your property which are required for the construction of the above captioned project. This letter in no way diminishes or rescinds the offer made in our letter dated February 5, 1971 for rights in all of your property from Barton to Estacada, so long as you reply within a reasonable length of time. This material is intended to show the portions of your property which we must have to construct this project and is for your information and use.

Bids for this project are tentatively scheduled to be opened on April 29, 1971, instead of March 25, as previously advised. Therefore, we solicit a reply to our February 5, 1971 letter not later than April 1, 1971, so that we may close this matter and proceed with the construction project.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
MAR 1
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:dl
Enclosures

cc: F. B. Klaboe
D. H. Moehring
L. I. Lindas
L. W. [redacted]n
K. A. Rolfe
R. H. Rumbolz

RECEIVED
MAR 3 - 1971
UTILITY UNIT
~~FOR FILING~~

103-1121
7554

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310
Phone 378-6511

TOM McCALL
GOVERNOR

NOTED
A. E. JOHNSON

February 26, 1971

Estacada Telephone and Telegraph Company
Box 188
Estacada, Oregon 97023

Re: Telephone Facility Conflicts
Eagle Creek-Estacada Section
Clackamas Highway
Clackamas County

ATTENTION: Mr. Dwayne Day, Manager

Gentlemen:

Referense is made to our letter of January 20, 1971 which listed certain facilities owned by your company that are in conflict with the construction requirements of the subject project. Listed below are two (2) additional conflicts which must be adjusted:

Item	Station	Dist. from C/L	R/W	Remarks
Tele. Pole	"L"1026+20	145' (East)	Hwy/R/W	Stub guy pole Joint w/P.G.E.
Tele. Pole	"L"1026+50	167' (East)	Hwy/R/W	Joint w/P.G.E.

All of the provisions of our letter of January 20, 1971 will remain in full force and effect.

Our letter of January 20, 1971 also made an offer of $4,400.00 for two parcels of land owned by your company. It is imperative that the State receive a reply to their offer so that we may proceed with our right of way acquisition in an orderly manner so that the project may be let as scheduled on March 25, 1971.

Very truly yours,

R. D. Morgan
Construction Engineer

By
for T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
[illegible]

JMC:dl
cc: A. E. Johnson
F. L. Hall (3)
D. H. Moehring
V. E. Skoog
R. P. Hamilton
L. W. Rulien
Kenneth Rolfe
D. D. Rohrbough

RECEIVED
FEB 23 19

1859

GAME COMMISSION

103-1121

OFFICE OF THE DIRECTOR

7554

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
JOHN P. AMACHER, Vice Chairman
DAN CALLAGHAN, Member
J. PAT METKE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

February 19, 1971

1 Jean

RECEIVED
22 1971

Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Sir:

We are replying to your letter of February 16, 1971, which referred to the plans of project:

Eagle Creek-Estacada Section
Clackamas Highway, Clackamas County

NOTED
F. B. KLABOE

The plans have been reviewed and are entirely satisfactory and the project is approved.

We appreciate the opportunity to comment.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

RECEIVED
FEB 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

cc's sent 2-22-71

F. B. Klaboe
L. H. Young
W. J. Hart
C. G. Swenson
W. H. Tebeau
F. E. Terpin
L. W. Rulien (2)

ROK:js

cc: Dir. OFC

RECEIVED
FEB 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 22 1971
FORM 2-50 (REV. 10-69)
FOR FILING
105-11121
7554

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
February 17, 1971

To: MEMO TO THE FILE

SUBJECT: Eagle Creek - Estacada Section
Clackamas Highway

On February 12, 1971, along with Mr. Rulien, Mr. Samples and Mr. Ewen, I met with Lawrence and Cloyd Looney, Mrs. Hood, Mrs. Jones and Mr. Kellendonk, regarding the proposed highway construction in the vicinity of the River Mill Road. Also present at the meeting as observers only were Mr. Priller and Mr. Haberman from our Right of Way.

Mr. Lawrence Looney's first point was that, it appeared to him, the alignment proposed had been shifted to the east from the alignment shown at the hearing and as a result the existing railroad right of way was not being fully utilized. I showed Mr. Looney and the others present the mosaics which had been exhibited at the corridor hearing and the design hearing and pointed out that this was the same alignment as was presently being contemplated.

There was some confusion at this point and later in the meeting as to whether the description of the proposed taking was in agreement with the right of way map. I feel that this was confusion on Mr. Looneys part. However, I would ask by copy of this memo that Mr. Grothaus and/or Mr. Oakes review this matter, particularly with regard to the Kellendonk property.

Mr. Looney called on Mrs. Hood to explain her problem. Mrs. Hood claims that railroad property was to revert to her upon relinquishment by the railroad and she could not understand what right we had to build a highway on this property nor for Portland General Electric to place poles on this property. We explained to her that the railroad had not abandoned their right of way and that we and Portland General Electric were occupying portions of their right of way by agreement. The point that kept coming up throughout the meeting was why the center line of the highway did not coincide with the center line of the railroad. We pointed out several times that the railroad, as far as River Mill Road, is considered an operating facility and that our alignment was located as close to the railroad as possible and that we shifted over on to railroad right of way in as short a distance as possible beyond River Mill Road.

copy to Cof 2-22-71

NOTED
D. WOLF

SP*92475-734

Mrs. Hoods next point was that our right of way taking at River Mill Road is leaving her with only 8' of frontage for the portion of her property on River Mill Road. We pointed out in measuring this in the field she had been working from the wrong point and that in fact she had about 35' of frontage, plus or minus, between highway right of way and a Highway Division owned stock pile site. She asked, if in order to enlarge this frontage on River Mill Road, we would consider turning back a portion of our stock pile site. I advised her that at this time we would not consider doing so. However, after completion of our proposed facility, if she was still interested in acquiring part of this site, consideration would be given for relinquishment.

Mr. Kellendonk's problem appeared to be one of understanding the limits of our proposed taking and of concern about maintenance and upkeep of the railroad right of way, particularly with regard to noxious weeds. I believe Mr. Kellendonk was satisfied on these points.

Mrs. Jones was concerned about the permanent easement of realignment of the creek on the northwest corner of her property. She would much prefer that we purchase this property from her. By this memo, I am asking Mr. Grothaus and/or Mr. Oakes investigate a fee taking rather than a permanent easement. I recommend that this be done if possible.

Mrs. Jones was also unclear as to what the fencing allowance was to cover. We explained it was to re-establish the fence between our right of way and her property. She was concerned about maintenance of this fence since the present fence between her property and the railroad is maintained by the railroad. We explained she would be responsible for the maintenance of the new fence.

The only other item bothering Mrs. Jones was apparently what she had been offered for her property. I told her that I was not knowledgable nor could I discuss these property values with her.

Cloyd Looney indicated that at the present time, he has grazing rights on the railroad right of way and that if the fence along the westerly railroad right of way were to be removed there would be nothing to keep his cattle from straying onto the highway. He indicated that it was necessary for his cattle to go onto the railroad right of way for water since the creek they use for water during, all except extremely dry summer months, runs along the east side of the railroad right of way.

During dry summer months, the cattle in the past, have watered at a pond located on the easterly portion of the C. Looney property. With construction of the highway they will not be able to cross to this watering hole. He requested a pipe be placed across the highway so that he could get water to his cattle when the creek goes dry. It was pointed out that if the railroad operations should change so that he could not graze and water on railroad right of way this pipe would not help him. He stated that if it happened he would just have to extend the pipe. The offer of a conduit across the proposed facility at this point, through which Mr. Looney could place his water pipe, should simplify negotations with him. By copy of this memo, I am requesting that Mr. Ewen obtain the answer as to whether or not the fence along the easterly railroad right of way, which would prevent Looney's cattle from getting onto the highway, could remain in place.

Lawrence Looney's main bone of contention is that he wants a farm crossing on the highway. We discussed the requisites for establishing farm crossings and the need to keep them at a minimum for safety sake. We pointed out that he had access to his westerly property from River Mill Road and that there was nothing to prevent him from utilizing his brothers crossing. He felt that an approach to his property would be necessary for us to maintain the creek and culvert. Also, he felt that there was a legal basis for the requested crossing since Portland General Electric had an easement across his property to maintain their facilities and this crossing would be used by them. By copy of this memo, I would ask that the Design Section review Looney's request for a crossing with a strong recommendation that it not be granted.

The one other point Mr. Looney brough up was whether or not it would be practical to canstruct a cattle pass under the highway. I believe we convinced Mr. Looney that it would not be possible to depress a cattle pass due to drainage problems, nor would it be practical, possible or economically justifiable to raise the grade to permit a cattle pass.

L. W. Rulien
Regional Engineer

by

A. C. Harwood
Regional
Construction Engineer

ACH/bd
cc:V.D. Wolfe
F.A. Query
F.L. Hall
J.R. Oakes
L.C. Grothaus
R.T. Ewen
D.D. Rohrbough

RECEIVED
FEB 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FEB 9 1971

FOR FILING

103-1121
7554

February 9, 1971

Mr. Lawrence Looney
Route 1, Box 148
Estacada, Oregon 97023

Dear Mr. Looney:

I have your letter dated February 1, 1971, concerning design problems on the Eagle Creek-Estacada Section of the Clackamas Highway.

Investigation reveals that your letter has been referred to one of our engineers for investigation and contact with you. It may be that the engineer has already talked to you.

In any event, it may be that the problem you mentioned can be resolved at the engineering level. If this is not possible, please let us know, and if you so desire, we will assign a time for you to appear before the Highway Commission.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:dr

bc F. B. Klaboe
Frank Hall

Oakes

February 1, 1971

Mr. Victor Wolfe
Mr. Al Harwood
Mr. C. T. Christianson
Mr. Floyd Query
Mr. John Oakes

RECEIVED
FEB 4 1971
RIGHT OF WAY

Dear Mr. Oakes:

As was indicated at the public hearing recently (Jan. 8, 1970) concerning the design of the Eagle Creek - Estacada Section of the Clackamas Highway in Clackamas County -- we find the hearing map with the various colors - (yellow) existing pavement, (green) pavement to be removed, and (red) proposed construction to have created problems.

Proposed construction from Station 1200 N to P.G.E. tower 195 has created the problems.

We feel the Design Dept. and the Highway Commission and the Area Engineer from the Bureau of Public Roads can help to resolve these.

We are looking forward to a meeting with the Commission at your earlist conveniance and location in Salem.

The properties involved are: Mrs. Hood, Mr. Kellendonk, Mrs. Jones, and Lawrence & Cloyd Looney.

Sincerely,

Lawrence Looney

Lawrence Looney
Rt. 1 , Box 148
Estacada, Oregon
97023

NOTED
FLOYD QUERY

NOTED
VICTOR D. WOLFE

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 11 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

Const
[illegible]
Clack. Sec

February 9, 1971

3937

Mr. Lawrence Looney
Rt. 1 Box 148
Estacada, Oregon 97023

Dear Mr. Looney:

We are replying to your letter of February 1, 1971, to Mr. V. D. Wolfe, Administrative Assistant, in which you have indicated a possible problem on the Eagle Creek - Estacada Section of the Clackamas Highway, but you have not indicated the problem.

Request has been made to our Regional Construction Engineer, Mr. Allan Harwood, to communicate with you and discuss the problem and set up a later meeting with you and this office if appropriate.

Very truly yours,

FRANK L. HALL
Design Engineer

By

GEORGE C. WILLS
Chief Locating Engineer

GCW:jg
cc: F. B. Klaboe (Attach.)
V. D. Wolfe "
L. R. Rulien "
Floyd A. Query "
John Oakes "

RECEIVED
FEB 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

February 1, 1971

Mr. Victor Wolfe
Mr. Al Harwood
Mr. C. T. Christianson
Mr. Floyd Query
Mr. John Oakes

Hall H
A. Olson
Hackleman

RECEIVED
FEB 5 1971
DESIGN
SECTION

Scott
Swenson
R. Olson
Trout H
Do Not File ☐
Keep ☐
Return To
Other

Dear Mr. Wolfe:

As was indicated at the public hearing recently (Jan. 8 , 1970) concerning the design of the Eagle Creek - Estacada Section of the Clackamas Highway in Clackamas County -- we find the hearing map with the various colors - (yellow) existing pavement, (green) pavement to be removed, and (red) proposed construction to have created problems.

Proposed construction from Station 1200 N to P.G.E. tower 195 has created the problems.

We feel the Design Dept. and the Highway Commission and the Area Engineer from the Bureau of Public Roads can help to resolve these.

We are looking forward to a meeting with the Commission at your earlist conveniance and location in Salem.

The properties involved are: Mrs. Hood, Mr. Kellendonk, Mrs. Jones, and Lawrence & Cloyd Looney.

Sincerely,

Lawrence Looney

Lawrence Looney
Rt. 1, Box 148
Estacada, Oregon
97023

orig Hall - R/W
copy to Cox
2-5-71

NOTED
VICTOR [illegible]

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 16 1971

Const
R/W
Clack. Sec

Box 300
Salem OR 97308

February 8, 1971

08-35-DA

Mr. Lawrence Looney
Rt. 1, Box 148
Estacada OR 97023

Dear Mr. Looney:

Subject: Oregon S-274(-)
Eagle Creek-Estacada Section

Thank you for your February 1 letter to our Area Engineer, Mr. Christiansen. Your interest in the Eagle Creek-Estacada Section of the Clackamas Highway is appreciated.

The Federal Highway Administration works closely with the State Highway Division on projects which may involve Federal funds; however, the primary responsibility for design and construction lies with the State. There are many factors that must be considered in implementing any new highway project. One of these factors is the impact on adjacent communities. Public hearings are conducted in an effort to better define these impacts and place them in proper perspective.

Mr. Christiansen will be available to meet with you and the Highway Commission, or the Highway Division, at their convenience to discuss this project.

Sincerely yours,

Original Signed by
R. E. Simpson

R. E. Simpson
Division Engineer

NOTED
VICTOR D. WOLFE

cc:
OSHD (V.Wolfe)
OSHD (A. Harwood)

CTC:bk

RECEIVED
FEB 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 9 - 1971
UTILITY UNIT
103-1121
7554

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

February 5, 1971

Portland Traction Company
1800 S. E. Water Avenue
Portland, Oregon 97214

ATTENTION: Mr. F. V. Schlaf

RE: Offer for Right of Way
Barton-Estacada Section
Clackamas County
Clackamas Highway
R/W File 40855
YOUR FILE: A

Gentlemen:

On November 16, 1966, our Mr. F. B. Klaboe, in a letter to your Mr. P. A. Adams, asked if the Railroad would be willing to convey all of your existing railroad right of way between Barton and Estacada to the State. Your Mr. W. G. Johnson replied to Mr. Klaboe on March 31, 1967 that the Railroad did not wish at this time to consider selling its right of way.

I understand that the Railroad is now reconsidering the matter and, as you know, some of the existing right of way is required for the construction of the Eagle Creek-Estacada Section, as shown on drawings submitted to you with my letter dated September 4, 1970. Although you have not responded to my September 4 letter, it is my understanding that the Railroad is presently reconsidering the abandonment of this right of way. With this in mind, the State is now again prepared to acquire your rights in this property.

Therefore, we are prepared to recommend to the Highway Commission that you be paid the sum of thirty-five thousand dollars ($35,000) for your rights in all of your property from Barton to Estacada as shown on our Drawing No. 10C-46-4 and described in our File 40855.

Two copies of the map and description are attached hereto, and two copies of each are being sent to the Portland and San Francisco offices of the Southern Pacific Transportation Company and to the Portland office of the Union Pacific Railroad Company.

Portland Traction Company
February 5, 1971
Page 2

I should like to point out that bids for the Eagle Creek-Estacada Section will be opened on March 25, 1971, and therefore we solicit your earliest possible response to this offer.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:fw

Enc.

cc: SP - Portland - Attn: E. A. Kendrew - w/2 copies of description & Drwg 10C-46-4
SP- San Francisco - Attn: T. H. Kruttschnitt, Jr. " " "
UP - Portland - Attn: L. J. Bergman " " "

bc: F. B. Klaboe - w/copy of description
D. H. Moehring "
L. I. Lindas "
L. W. Rulien "
K. A. Rolfe "
R. H. Rumbolz "

RECEIVED
FEB 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-303 Revised 10-60

OREGON STATE HIGHWAY COMMISSION **File No.** 40855

Grantor Portland Traction Company **Mail Address**

Mail Address

Section Barton-Estacada **Highway** Clackamas

County Clackamas **Purpose** Right of Way **Agent**

RR 1-25-67 10C-46-4

A parcel of land lying in Clackamas County, Oregon, and being the 100 foot wide right of way of the Portland Traction Company (formerly Portland Railway, Light and Power Company) as said right of way is located across the following subdivisions:

The NE¼NW¼, the NW¼NE¼ and Lot 9 of Section 23; the Thomas H. Forrester D.L.C. No. 50, the Joseph Church D.L.C. No. 49 and the John P. Glover D.L.C. No. 48, Township 2 South, Range 3 East, W. M., the John P. Glover D.L.C. No. 38, the Phillip Foster D.L.C. No. 37 and Lot 6 of Section 32, Township 2 South, Range 4 East, W. M.; Lots 1 and 2 of Section 5, the John B. Chiles D.L.C. No. 44, Lot 1 of Section 8, the George Currin D.L.C. No. 41, the Hugh Currin D.L.C. No. 40, the William M. Wade D.L.C. No. 39, Lots 3 and 4 of Section 20, Lot 2 of Section 29 and the Franklin Pierce D.L.C. No. 38, Township 3 South, Range 4 East, W. M.

ALSO that portion of Lot 4 of said Section 20 and that portion of said Franklin Pierce D.L.C. No. 38 situated in said Section 29, included in a strip of land 25 feet in width, lying Easterly of and adjacent to the Easterly line of the above referred to 100 foot wide right of way.

ALSO that certain 50 foot wide strip of land lying Easterly of and adjacent to the Easterly line of said 100 foot wide right of way in the vicinity of Engineer's Station "RR" 1505 on the center line of said 100 foot wide right of way, said 50 foot strip of land being approximately 700 feet in length.

ALSO that certain 50 foot wide strip of land lying Easterly of and adjacent to the Easterly line of said 100 foot wide right of way, known as Eagle Creek Depot Grounds.

ALSO that certain 50 foot wide strip of land lying Easterly of and adjacent to the Easterly line of said 100 foot wide right of way, known as Currinsville Station.

EXCEPT therefrom that portion of the 100 foot wide right of way of the Portland Traction Company situated in said Franklin Pierce D.L.C. No. 38, lying Easterly of the Westerly right of way line of the Woodburn-Estacada Highway.

The parcel of land to which this description applies contains 105 acres, more or less.

jb/tk

JAN 14 1971
FOR [illegible]

103-1121
7554

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

January 13, 1971
Salem, Oregon

SUBJECT: Eagle Creek-Estacada Section
Clackamas Highway
Clackamas County

To: Mr. F. B. Klaboe
Asst. State Highway Engineer

3877

BUILDING

NOTED
F. B. KLABOE

The attached letter by Frank Terpin reports that the requests made by the City of Estacada are feasible, Items 1 through 5. I concur with him that the sewer plant access road remain as planned (Item 6) and the drainage be left in the present ditch (Item 7).

Frank L. Hall
Frank L. Hall
Design Engineer

FLH:jf
Attachment
cc: H. S. Cox

RECEIVED
JAN 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-10 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

January 12, 1971
Salem, Oregon

SUBJECT: Assignment No. 624
Eagle Creek-Estacada Section
Clackamas Highway
Clackamas County

To: Mr. F. B. Klaboe
Asst. State Highway Engineer

BUILDING

In answer to your request for information on the numbered items contained in the Memo to the Files written by County and City Engineer, H. S. Cox, dated 12/29/70, the following action is being taken.

1. Drain ditch has been eliminated. The subject area is to be random filled to provide drainage.

2. City's catch basin is connected to our storm sewer system.

3, 4 & 5. Curb returns are revised per city's request.

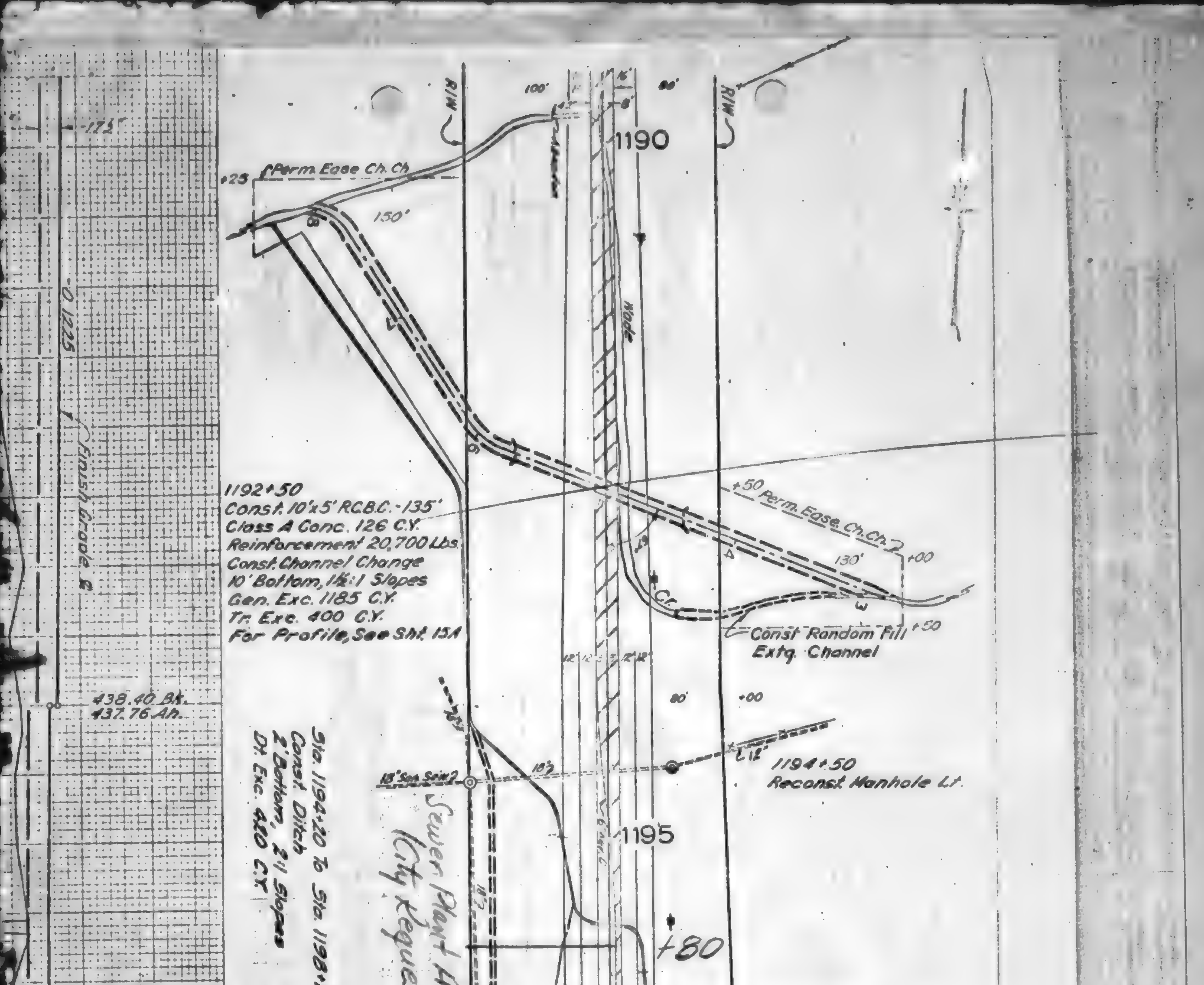
6. It is not advisable to relocate the sewer plant access road as requested because traffic would be crossing a left turn storage lane. See attached plan.

7. The present plan perpetuates the existing drainage pattern. We do not have complete information on the city's ditch from which to determine its capacity but it is doubtful if the increase in runoff caused by the pavement area would overload it. Construction of a drainage ditch along the east side of the highway to Wade Creek would cause private property adjacent to the right of way to be flooded during periods of high water in Wade Creek. Extending the proposed drainage ditch on the west from Station 1194+50 to Wade Creek would also cause flooding on private property adjacent to the right of way.

If the city would grant a temporary easement, their ditch could be improved to handle the maximum expected increase of flow of approximately 3.5 c.f.s. This would be done for an estimated cost of $1,000. County & City Engineer, H. S. Cox, has a meeting scheduled with the City of Estacada for January 21, 1971, and can determine if this proposal is satisfactory provided it meets with your approval.

Frank E. Terpin
Frank E. Terpin
Final Design Engineer

FET:jf
Attachment



-17.5'
R/W
100'
16'
8'
80'
R/W
1190
+25 Perm. Ease. Ch. Ch.
150'
0.1225
Finish Grade ℄
+50 Perm. Ease. Ch. Ch.
130'
+00
+50
Cr.
438.40 Bk.
437.76 Ah.
80'
+00
18" San. Sewer
18'
L 12'
1195
+80
Sewer Plant Access Rd.
(City Request)
T.3S., R.4E., W.M.
18"
20:1 Taper
6" Water
Access Control Line
55' R.
4.5'
30'
25'
+30
Const. Rd. Conn. Lt.
+15
20:1 Taper
Finish Grade 32' Lt.
-0.1225
Access
Sewer Plant Rd.
+15
Const. Rd. Conn.
1200

1192+50
Const. 10'x5' R.C.B.C. - 135'
Class A Conc. 126 C.Y.
Reinforcement 20,700 Lbs.
Const. Channel Change
10' Bottom, 1½:1 Slopes
Gen. Exc. 1185 C.Y.
Tr. Exc. 400 C.Y.
For Profile, See Sht. 15A

Const. Random Fill
Extg. Channel

Sta. 1194+20 To Sta. 1198+10 Rt.
Const. Ditch
2' Bottom, 2:1 Slopes
Dt. Exc. 420 C.Y.

1194+50
Reconst. Manhole Lt.

1197+25
Inst. 18" Culv. Pipe - 144'
Const. 2 Paved End Slopes
Const. Outlet Ditch
2' Bottom, 2:1 Slopes
Tr. Exc. 35 C.Y.
Dt. Exc. 4 C.Y.

1198+50
Inst. 36" Arch Type Culv. Pipe - 200'
Const. 2 Paved End Slopes
Tr. Exc. 165 C.Y.

1199+40
Begin Curb Lt.

MEMO TO FILES, 12/29/70
RE: Eagle Creek-Estacada Section,
Clackamas Highway #171
City of Estacada

Monday, December 28, 1970, Mainor Holmes and I met with Richard Miller, City Manager of Estacada and Leslie Kiggins, Superintendent of Public Works of the same city, to discuss problems relating to proposed throughway-abandonment agreement for the Eagle Creek-Estacada Section, Clackamas Highway No. 171.

Discussion started out with the problem of illumination. They were shown the proposal of the L.O.C. and A.O.C. and State Highway Department dated December 23, 1970. I can't say this proposal was received with wild acclamation, but Mr. Miller did say that if all cities were treated equally and on an established basis, many problems would be resolved.

Estimates for illumination as proposed by City ran from $20,000 to $25,000 with power estimates running from $200/year to $345/year. Mr. Miller rather quickly determined that their proposed illumination would be too ambitious if the City had to pay 75% of the cost plus maintenance and power. He considers the lighting of about 3 intersections necessary due to pedestrians crossing Highway No. 171. I suggested that minimal lighting of intersections be incorporated into the contract, and if the City could not afford cash payment, then they make arrangements for time payments. It was stressed that if this suggestion were to be carried out, it must be done very quickly. Mr. Miller asked for advice on lighting and Mr. Holmes is advising him today (12-29-70) who to contact in this matter.

The problem of drainage came up, both on Acacia Street and Beach Road. I bluntly told them that we would not place this drainage in underground facilities. It was now in open ditches and would remain so as far as State was concerned. They took this surprisingly well and I believe this question is resolved providing no retrenchment occurs.

Additional questions on the plans arose, all of which seemed reasonable and are as follows:

1. They question necessity of drain ditch 1252+50 to 1253+60 in proposed parking area. City would like to eliminate this ditch.

2. City has installed catchbasin at 5th and Main. This should be connected to our catchbasin on main highway.

3. Curb returns on Acacia Street should be to 32' width (will also be off centerline; City will advise which side).

4. Curb returns on Beach Road should be to 40' width.

5. Curb returns on Elm Road should be to 32' width (will also be off centerline; City will advise which side).

(more)

MEMO TO FILES, 12/29/70 (cont'd)
RE: Eagle Creek-Estacada Section

6. City desires Sewer Plant access opposite station 1195+80.

7. City is fearful that drainage (1193 to 1199) will overload their present ditch. They would like a study as to feasibility of keeping drainage on east side and emptying into creek, or emptying into creek rather than their ditch (on west side of road).

H. S. Cox
H. S. Cox
County and City Engineer

HSC:mm

cc: Tom Edwards
F. B. Klaboe
Frank Hall
I. D. Merchant, att'n Robert Dixson
L. W. Rulien

RECEIVED
JAN 6 1971
DESIGN SECTION
Hall
A. Olson
Wilk
[illegible]
[illegible]
[illegible]
Turpin
[illegible]
Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

RECEIVED
DEC 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 18 1970
FORM E-30

FOR FILING

103-1121
7554

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
December 18, 1970

SUBJECT: File R-44186 - Shoop
Eagle Creek-Estacada Section
Clackamas Highway

To: FRANK C. McKINNEY
Assistant Attorney General

Attached for signature are the necessary papers to initiate a condemnation action for subject file.

Negotiations have been carried through a letter of offer. The offer extended on behalf of the Commission has not been accepted to date. The complaint has therefore been prepared and is forwarded herewith.

As you will find from a review of the file, the owner has not stated a specific amount for which he would settle.

The file indicates that the monetary demand of the owner is in excess of any reasonable settlement based on the appraisal background that is currently on file. The amount the owner's agent said he expected was $6,500. Our offer is $2,900.

Contract scheduling requires notice of possession soon in order for the contractor to get on the property when necessary.

D. H. MOEHRING
Right of Way Engineer

I concur in requesting the above action.

TOM EDWARDS
Deputy State Highway Engineer

NOTED
TOM EDWARDS

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DEC 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DEC 28 1970

1034-1121
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OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
November 27, 1970

SUBJECT: Assignment No. 3793
Eagle Creek-Estacada Section
Clackamas Hwy. 171
City of Estacada

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

3793

In reference to your assignment, No. 3793, on matters of construction within Estacada, specifically illumination: the Traffic and Bridge Sections have reviewed the illumination and determined if lineal lighting were installed there would be a need for approximately 14 units at approximately $25,000, plus approximately $345 yearly power cost. In the event intersectional "spot" lighting were installed, the cost would be approximately $20,000 for 8 units, plus approximately $200 annual power cost.

As of yet we have heard nothing from the other Sections regarding the other matters of concern in my memo of November 16, 1970; therefore, we will not revise the agreement until all aspects of these concerns have been reviewed.

H. S. Cox
County and City Engineer

By D. N. Harwell
D. N. Harwell
Coordinating Engineer

DNH:ljt

cc: L. W. Rulien
F. B. Crandall, Attn. V. P. Johnson
I. D. Merchant, Attn. Robert Dixson

12-23-70

Cox or Harwell to see city officials.

FBK.

RECEIVED
NOV 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTE
F. B. KLABO

SP*82475-734

COST ESTIMATE
Eagle Cr - Estacada Sec.

1. Lineal lighting Sta. 1242+50 to 1260+00
   - 1.0 foot candles (Avg. Maint.)
   - 3:1 to 4:1 Uniformity Ratio
   - 400 watt High Pressure Sodium
   - 50' Mounting Height
   - Installed Cost - 14 units $\$25,200$
   - Annual Power Cost - $\$345^{20}$ /yr.

Spot Lighting (2 units each - intersections of Broadway, Main, Currin streets and the Molalla Highway with the Clackamas Hwy.)
   - 400 watt High Pressure sodium
   - 50' Mounting Height
   - Installed Cost 8 units - $\$20,000$
   - Annual Power costs - $\$200^{00}$ /yr.

copy to Rulier-Klaboe

NOTED
L L WALLACE

3. Minimum Lighting Recommendations: -

Same parameters as No. 2 except 3 units additional units at the junction of the Clackamas Hwy and the road to Molalla.

Installation costs - 11 Units $20,000

Annual Power Costs $271.00/yr

RECEIVED
NOV 3 - 1970
FOR FILING

103-1121
7554

STATE OF OREGON
1859
TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

October 27, 1970

NOTED
[illegible] POSTED

Mrs. Mary R. Cheeley
8008 S. E. 57th Avenue
Portland, Oregon 97206

Dear Mrs. Cheeley:

Since receipt of your recent letter, I have asked the Highway Division to reexamine their records concerning the purchase of your property and they advise as follows:

The acquisition of your home was necessary in connection with the improvement of the Clackamas Highway and before negotiations were commenced, the state had three appraisals prepared, and I understand that the amount of the settlement was in line with the findings of the appraisals. I am further informed that you were purchasing the property under contract and the amount you received represented your equity at the time the negotiation was closed. I am also advised that you were allowed some moving costs in addition to the price of your real estate.

Subsequent to that time, new rules were set up by the Federal Government so that the state is now able to offer assistance in finding new residences for persons who are displaced. This was not the case in 1966 and the moving assistance program was not made retroactive to apply to persons like yourself whose property was acquired before the new rules came into effect.

Verbiage changed slightly (In)

I am indeed sorry that you have been inconvenienced, but I am convinced that there was nothing irregular and that the consideration paid you was in line with market value at that time. It is certainly regrettable, however, that you have had to cope with the difficulties you describe. I do wish you well.

Sincerely,

Governor

RECEIVED
OCT [illegible] 1970
OFFICE OF
STATE HIGHWAY ENGINEER

TM:oc

bcc: Highway

COPY

RECEIVED
OCT 28 1970

**OREGON STATE
HIGHWAY DIVISION**

103-1121
2554

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 27, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

Dear Mr. Simpson:

Eagle Creek Bridge
Eagle Creek-Estacada Section
Clackamas Highway
Clackamas County
Bridge No. 3060B

Enclosed are two prints each of Drawing Numbers 15555, 26062, and 23281 which are the preliminary plan and elevation, vicinity map, and foundation data sheet for the subject structure. Also enclosed are two copies each of the foundation recommendation and hydraulics report.

The width, alignment and elevation were determined in accordance with the requirements established for the project. The center bent was located to provide 100 foot minimum horizontal clearance from the south bank as recommended by the locating engineer and the hydraulic report. The south end of the structure was located far enough back from the near vertical bank to keep from disturbing it during construction. The north end was located to keep the fill to a reasonable height and also to balance the span arrangement.

The type of structure, prestressed concrete beams and cast-in-place concrete cantilevers, was picked as the most economical means to obtain the long spans required.

The estimated cost of the structure based on approximate quantities and including an allowance for engineering and contingencies is $576,000.

This is being sent to you as a preliminary submission for your approval.

NOTED
A. E. JOHNSON

Very truly yours,

R. L. Porter
State Highway Engineer
By
ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

RECEIVED
OCT 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JMT/ag (Attach.)
cc: A. E. Johnson
L. H. Young
V. E. Skoog

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SEP 15 1970
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

378-4511
XXXXXX

103-1121
7554

September 11, 1970

City of Estacada
Cornell, Howland, Hayes & Merryfield

Re: Preliminary Right of Way Maps
Eagle Cr-Estacada Section
Clackamas Highway
Clackamas County

Gentlemen:

Enclosed you will find ____ print(s) of the preliminary right of way maps, our File No. 9B-6-2, Part 2 of 2 parts, on the above subject project. The present tentative schedule calls for opening of bids on March 11, 1971.

This information is being submitted to you in accordance with your request to Mr. Dick Rumbolz of August 25, 1970.

Very truly yours,

F. D. Morgan
Construction Engineer

By: Julius Cartwright
for T. W. Litchfield
Railroad & Utility Engineer

PGP:djg
Enclosure
cc: A. E. Johnson
L. W. Rulien
Dick Rumbolz

NOTED
A. E. JOHNSON

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SEP 11
OFFICE OF
STATE HIGHWAY ENGINEER

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SEP 8 - 1970
FOR FILING

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R/W

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-4511

September 4, 1970

Portland Traction Company
1800 S.E. Water Avenue
Portland, Oregon 97214

ATTENTION: Mr. F. V. Schlaf

Re: Preliminary Encroachment
Map and Cross Sections
Eagle Cr.-Estacada Section
Clackamas Highway
Clackamas County
R/W File: 40855
Your File: A

Gentlemen:

You will recall in the past we have discussed with you the construction of the above captioned project and the possible acquisition of some of the property owned by your Company in this area.

You will find enclosed six (6) prints each of the preliminary encroachment map, Drawing No. 9B-8-1 and preliminary cross sections, Drawing No. 9B-8-2, on which are shown the properties we wish to acquire from your Company.

Please examine this material and advise if your Company will be willing to convey to the State fee title to the following listed parcels:

Between approximate Railroad Stations 1504 and 1511 all the property lying Easterly of a line which is parallel to and 50' Easterly of the Railroad centerline,
Between approximate Railroad Stations 1523 and 1530 all the property lying Easterly of a line which is parallel to and 50' Easterly of the Railroad centerline,
Between approximate Railroad Stations 1673 and 1682 all the property lying Easterly of a line which is parallel to and 50' Easterly of the Railroad centerline,
Between approximate Railroad Stations 1727 and 1807 all the property presently owned by Portland Traction Company.

In addition, we will need certain other easements to accommodate various construction features of the highway which are shown throughout the map and cross sections.

Bids for this project are to be opened on March 11, 1970. If you have any questions, please do not hesitate to contact me.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad & Utility Engineer

TWL:djg
Enclosures
cc: F. B. Klaboe
D. H. Moehring
L. I. Lindas
L. W. Rulien
K. A. Rolfe

RECEIVED
SEP 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 5 1970
FOR FILING

103-1121
7554

June 4, 1970

Mr. Gene E. Crawford
Chief Engineer
Estacada Telephone & Telegraph Company
Post Office Box 188
Estacada, Oregon 97023

Dear Mr. Crawford:

Re: Preliminary Right-of-Way Map, Eagle Creek-Estacada Section, Clackamas Highway
Clackamas County

Reference is made to your letter of May 6 which objected to our latest proposal for right-of-way to be acquired from your Company for the proposed project.

Previous proposals reflected right-of-way required for a two-lane facility. Current traffic data indicates that a four-lane facility is required to adequately serve this area which we are sure you will welcome from a use standpoint. This facility will, of course, require more right-of-way.

We considered obtaining right-of-way from the Portland Traction Company (westerly side of highway) but an analysis of all the facts indicated that, from a total-use concept, it was not desirable. Although there are no railroad tracks on this property, it is classified as operating property. The Railroad is retaining this property in anticipation that the growth of the area will necessitate re-establishment of railroad service. Portland General Electric Company has a right, subservient only to Railroad use, to occupy this property with power line facilities.

Should the State acquire a tract of land from the Railroad of sufficient width to significantly reduce the taking from your company (easterly side of the highway), it could force the Railroad and/or power company to seek additional right-of-way in the future.

This would displace or disrupt more property owners along the proposed highway corridor than the present plan. Therefore, it has been determined that the present plan is in the best interests of the public.

We sincerely regret any inconvenience this decision may cause you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
F. D. Morgan
D. H. Moehring
L. W. Rulien
R. H. Rumbolz

PGP:JMC:ss srb

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 3, 1970

SUBJECT: Preliminary Right of Way Map
Eagle Creek-Estacada Section
Clackamas Highway
Clackamas County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Enclosed herewith is a rough draft of a reply to a letter from Estacada Telephone & Telegraph Company dated May 6, 1970, in which they complained about the extent of the taking of their property for highway right of way on the easterly side of the above subject project.

The draft has been reviewed and approved by Mr. Barbee's office and Mr. Moehring's office and is being submitted for final draft over your signature.

T. W. Litchfield
Railroad & Utility Engineer

By: Jack Cartwright
Jack M. Cartwright
Utility Office Engineer

JMC:ss

cc: D. J. Barbee
D. H. Moehring

RECEIVED
JUN 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Estacada Telephone & Telegraph Co.
BOX 188
ESTACADA, OREGON 97023
503-630-4202

May 6, 1970

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attn: Mr. T. W. Litchfield
Utilities Liaison Engineer

Ref: Preliminary Right-of-Way-Map
Eagle Creek-Estacada Section
Clackamas Highway

RECEIVED
MAY 7 1970
CONSTRUCTION
DIVISION

Routing
Morgan
Decker
Bond
Walker
Pease
Swan
Glenn
Litchfield
Gallagher

Dear Sir:

We are in receipt of the Preliminary Right-of-Way Map for the Eagle Creek-Estacada Highway project dated May 1, 1970.

We take note that the proposed highway right-of-way line along the westerly side of our property lying approximately between Highway Stations 958 + 50 to 961 + 90 now extends up to 115' into said property. This is approximately double the depth of highway encroachment shown on previous proposals.

We also note, that this right-of-way revision similarly effects properties for a considerable distance to the south on this project and will cause the removal of at least two additional houses on the first succeeding project, extending the new highway northward.

We here strenuously object to the location of the right-of-way line as shown on the May 1,1970 map, since it very adversly effects many small property owners and is brought about solely by preferential treatment of property lying on the west side of the proposed highway.

Acquisition of a small strip of property from this west side property owner would solve serious problems for the many effected property owners lying on the east side of the project, and would save your department the embarassment of trying to justify non-equitably treatment of adjacent property owners.

Sincerely,

Gene E Crawford
Gene E. Crawford
Chief Engineer

GEC:ng

JUN 1 - 1970

103-1121
755-1

May 28, 1970

Oregon State Highway Commission

Gentlemen:

Surveys have been completed on the following sections. All required public hearings have been held and the Bureau of Public Roads has granted design approval.

Hayesville Interchange-Battle Creek Section, Pacific Highway

The work involves resurfacing the existing pavement, rebuilding the shoulder areas and safety work. The hearing was waived. The Bureau of Public Roads approved the design March 26, 1970. The length of this project is 10.3 miles and the estimated cost of construction is $3,650,000. This is an Interstate project.

Elk River-Port Orford Section, Oregon Coast Highway

The work involves four-laning the existing facility composed of four 12-foot travel lanes, variable median and 10-foot shoulders. The hearing was held January 15, 1970, and the Bureau of Public Roads approved the design April 30, 1970. The length of this project is 1.98 miles and the total estimated cost is $1,375,000 ie: Construction $1,200,000, Right-of-Way $175,000. Finance approval is not being requested but authority to purchase the right-of-way is requested.

Park Street-Tolman Creek Road Section, Green Springs Highway

The work involves four-laning the existing facility with four 12-foot travel lanes, 16-foot median and three-foot curb shy distance outside of the travel lanes. The hearing was held February 19, 1970, and design approved by the Bureau of Public Roads May 15, 1970. The length of this project is 0.53 mile and the total estimated cost is $1,500,000 ie: Construction $1,325,000, Right-of-Way $175,000. Finance approval was obtained on November 15, 1969.

Winston-Shady Interchange Section, Coos Bay-Roseburg Highway

The work involves four-laning the existing facility with four 12-foot travel lanes, variable median and 10-foot shoulders. The hearing was held October 28, 1969, and the Bureau of Public Roads approved the design May 1, 1970. The length of this section is 3.7 miles and the total estimated cost is $6,425,000 ie: Construction $5,700,000, Right-of-Way $725,000. Finance approval was obtained on December 23, 1969.

N. E. 60th Avenue-N. E. Sandy Boulevard Section, Northeast Portland Highway

The work involves four-laning the existing facility with four 12-foot travel lanes, 16-foot median and 10-foot curbed shoulders. The hearing was held January 13, 1970, and design requested of the Bureau of Public Roads May 13, 1970. The length of this project is 2.1 miles and the total estimated cost is $4,725,000 ie: Construction $3,025,000, Right-of-Way $1,700,000. Finance approval has been obtained for the westerly portion (N. E. 60th Avenue to the Cascade Highway Section) on August 19, 1969.

Eagle Creek-Estacada Section, Clackamas Highway

The work involves grading the entire section to four lanes with two-lane surfacing on 4.7 miles west of Estacada composed of two 12-foot travel lanes with 10-foot shoulders. The remaining 1.2 miles near Estacada will be surfaced to four lanes composed of four 12-foot travel lanes, 16-foot median and 10-foot shoulders. The hearing was held January 8, 1970, and design approved May 13, 1970. The length of this section is 5.9 miles and the total estimated cost is $3,550,000 is: Construction $3,150,000, Right-of-Way $400,000. This is a bond project approved by the Emergency Board in August 1969.

Mehama Bridge Section, Albany-Lyons Highway

The work involves replacing the existing bridge on new alignment, grading and paving of new approaches composed of two 12-foot travel lanes and 10-foot shoulders. The hearing was waived and we received design approval April 30, 1970. This section is 0.5 mile in length and the total cost is $995,000 is: Construction $900,000, Right-of-Way $95,000. Finance approval was obtained on August 19, 1969.

Maps of these projects are attached for your information. I recommend survey-design approval and request authority to purchase the necessary rights-of-way.

This matter will be on the agenda for your consideration at the June 2 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachments

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
D. J. Barbee
L. H. Young
V. E. Skoog
D. H. Moehring
R. D. Asburry
C. T. Keasey
A. E. Johnson
L. W. Rulien

BLG:aw sr

RECEIVED
MAY 27 1970

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 25, 1970

103-1121
17554

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

Re: Preliminary Right of Way Map
Eagle Creek-Estacada Section
Clackamas Highway
Clackamas County

KLABOE

ATTENTION: John T. Wiitala
Transmission Design Engineer

Gentlemen:

Enclosed you will find two (2) prints of the preliminary right of way map, our File No. 9B-6-2, on the above subject project. The present tentative schedule calls for opening of bids on January 21, 1971.

It is the obligation of the State to reimburse the Utility for the cost of adjusting, relocating or removing its facilities which are located on private property. If you have such facilities and the enclosed information is sufficient, please prepare an estimate and sketch map in accordance with PPM 30-4 dated February 14, 1969.

This estimate and sketch map, and a schedule for accomplishing the relocation should be submitted to Mr. R. H. Rumbolz, P. O. Box 02157, Portland, Oregon 97202, Phone: 654-7741, Ext. 262, at the earliest possible date so we may proceed with this project without delay. The sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or a new permit for your relocated facilities.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
MAY 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:ss

cc: F. B. Klaboe
L. H. Yojng
V. E. Skoog
L. W. Rulien
R. H. Rumbolz

Enclosure

RECEIVED
MAY 4 - 1970

OREGON STATE
HIGHWAY DIVISION

103-1121
7554

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 4, 1970

City of Estacada
City Hall
Estacada, Oregon 97023

ATTN: Leslie Kiggins
City Engineer

Re: Preliminary Right of Way Map
Eagle Creek-Estacada Section
Clackamas Highway
Clackamas County

Dear Sir:

Enclosed you will find ____print(s) of the preliminary right of way maps, our File Nos. 9B-7-6, Part 1, and 9B-6-2, Part 2, on the above subject project. The present tentative schedule calls for opening of bids on January 21, 1971.

It is the obligation of the State to reimburse the City for the cost of adjusting, relocating or removing its City-owned facilities in accordance with the City Agreement. If you have such facilities, and the enclosed information is sufficient, please prepare an estimate and sketch map in accordance with PPM 30-4 dated February 14, 1969.

This estimate and sketch map, and a schedule for accomplishing the relocation should be submitted to Mr. R. H. Rumbolz, Field Utilities Liaison Engineer, P. O. Box 02157, Portland, Oregon 97202, Phone: 654-7741, Ext. 262. The sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or a new permit for your relocated facilities.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RMF:ss
Enclosure
cc: F. B. Klaboe
L. W. Rulien
R. H. Rumbolz

RECEIVED
MAY 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 4 - 1970
FOR FILE

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

103-1121
7554

May 1, 1970

Portland General Electric Company
Estacada Telephone & Telegraph Company
Milwaukie Plywood Company

Re: Preliminary Right of Way Map
Eagle Creek-Estacada Section
Clackamas Highway
Clackamas County

Gentlemen:

Enclosed you will find ____print(s) of the preliminary right of way maps, Our File Nos. 9B-7-6, Part 1, and 9B-6-2, Part 2, on the above subject project. The present tentative schedule calls for opening of bids on January 21, 1971.

It is the obligation of the State to reimburse the Utility for the cost of adjusting, relocating or removing its facilities which are located on private property. If you have such facilities and the enclosed information is sufficient, please prepare an estimate and sketch map in accordance with PPM 30-4 dated February 14, 1969.

This estimate and sketch map, and a schedule for accomplishing the relocation should be submitted to Mr. R. H. Rumbolz, Field Utilities Liaison Engineer, P. O. Box 02157, Portland, Oregon 97202, Phone: 654-7741, Ext. 262. The sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or a new permit for your relocated facilities.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
for Utilities Liaison Engineer

RMF:ss
Enclosure

cc: C. J. Irelan) PGE
Joe L. Williams)

F. B. Klaboe
L. W. Rulien
R. H. Rumbolz

RECEIVED
MAY 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 13 1970

FOR FILING

103-1124
7554

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 9, 1970

SUBJECT: Eagle Creek-Estacada Section
Clackamas Highway
Clackamas County

To:

MEMO TO THE FILES

NOTED
F. B. KLABOE

A design public hearing on the above project was held at 7:30 pm on January 8, 1970 in Estacada. A part of this project is in the City of Estacada. Approximately 40 persons attended the hearing.

All the people at the hearing seemed to be in favor of the project. Both the City and County indicated that they are in favor of the project. The County indicated that they are prepared to assume the responsibility of the existing highway.

The City requested several items be incorporated into the plans. There were several drainage problems that have already been taken care of. Also requested was that the State construct approximately 100 feet of Second Avenue. At the present time there is no justification to do this work. Lighting from Second Avenue to the Clackamas River Bridge was mentioned but this is not in the design.

The two main requests were for walkways from Broadway Street to the Clackamas River Bridge and an access to the Crown Zellerbach area. A walkway area will be left behind the curbs. The access problem will be taken care of in the right of way negotiations.

Donald E. Keyes
Donald E. Keyes
Preliminary Design Rural Supervisor

DEK:jp

cc: F. B. Klaboe
F. E. Terpin

NOTED
F. B. KLABOE

RECEIVED
APR 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 24 1970
FOR FILING

Porter, R.L.

103-11

MEMO TO FILE
3/20/70

755

RECEIVED
MAR 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Re: City of Estacada
Eagle Creek-Estacada
Clackamas Highway

On Thursday, March 19, at the request of the City of Estacada, Al Harwood, M. C. Holmes, and the writer met with the Council to discuss the matter of reconstruction of the Clackamas Highway within the City.

The meeting was one of several that have been held regarding this and other matters related to this highway. It has been a long hard grind stressing and making our point regarding the several matters of concern; however, it now appears we are down to only three or four items, after which, if we can find a solution, or receive a firm yes or no, we can consummate a pending agreement with the City.

The items of apparent conflict or concern are as follows:

1. Illumination of the roadway.

   City initially asked for the entire portion within Estacada, whereupon we told them our policy was for State not to participate in this type of installation. They then asked for intermediate lighting at various intersections between Wade Street and the Woodburn-Estacada Highway. A review of the intersections involved reveals that existing luminaires are installed at Broadway, Main and Currin Streets, and in this event, installation or replacement may be in order, including the Highways 211-224 intersection. I believe we could get City participation, and at least, power consumption and maintenance.

2. Sidewalk construction.

   City requests sidewalks along the southwesterly side of the proposed new facility.

   State proposes to construct these for several hundered feet northerly of the Clackamas River structure. I believe our proposal is for only gravel or asphaltic-concrete. City requests portland concrete in accordance with existing city ordinance; also, they say there was, in 1935, portland concrete sidewalks in place that were destroyed at the time of the Clackamas River (Estacada Bridge) construction. (State constructed 3-foot oil mat in 1935.)

NOTED
R.L. PORTER

3. Excess right-of-way.

   City requests use of property outside of normal right-of-way needed for actual road purposes, outside shoulder area.

B.P.R. contract is currently under construction in this vicinity with future overlap by State project (area lying north of proposal in northeast quadrant of Currin Street intersection).

City has been utilizing similar area south of city hall which will be within the construction area. It appears this could be handled via Division 2 as a lease agreement, or whatever, based on need, safety, etc., as deemed necessary by State.

City requests we clean up blackberry brambles in this area.

4. Acacia Street improvement.

City requests State to improve connection of Acacia Street to Clackamas Highway (southerly side) to relieve steep grade and improve sight distance.

The grade appears as indicated by City, to have been raised 1 to 2 feet, under the existing project, and could probably be improved with a minor amount of rock and asphaltic concrete.

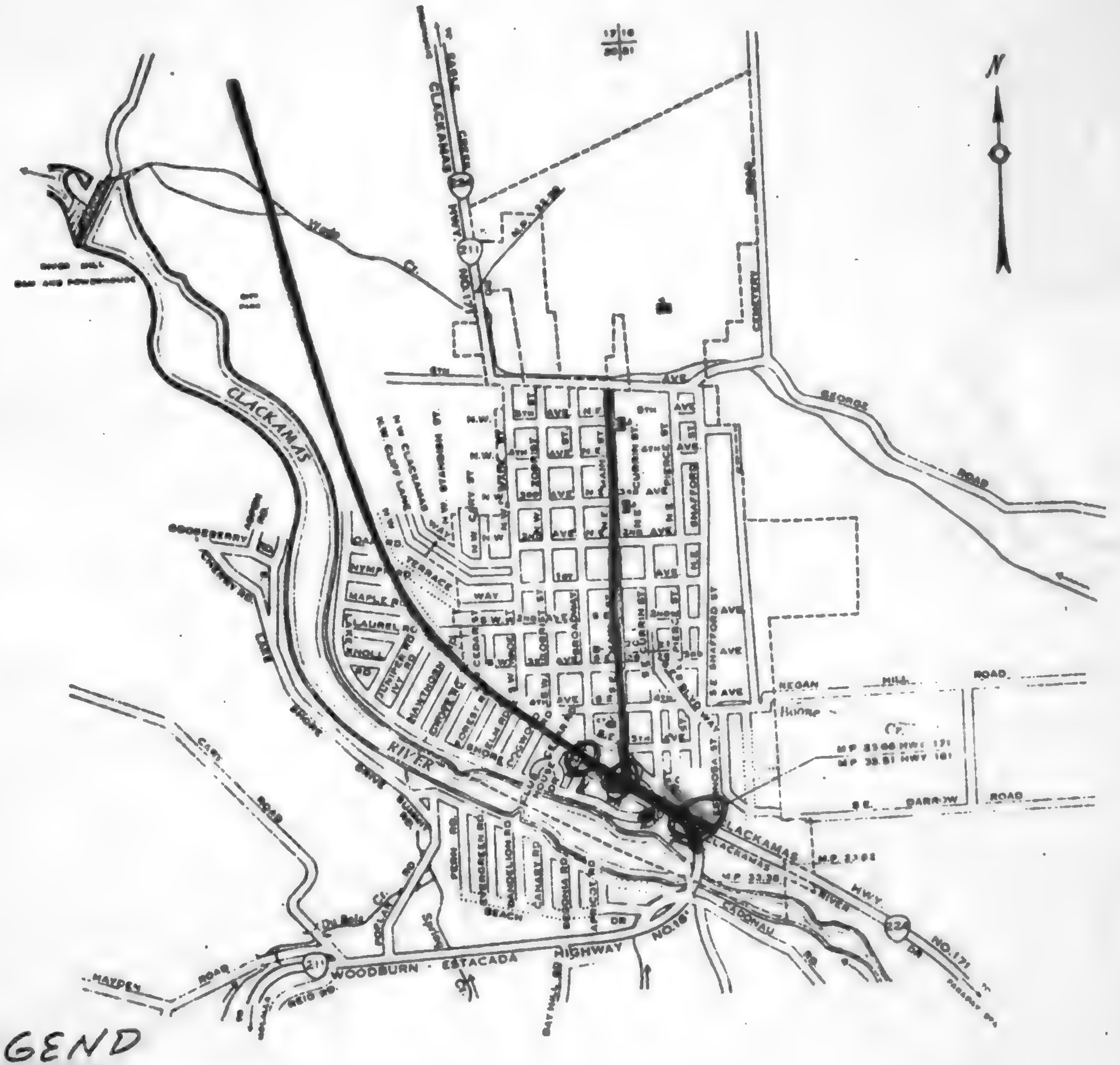
The foregoing matters appear to be of great importance to the City Council, and if we can clear these up, it appears we can most likely succeed in obtaining the necessary agreements covering construction of the pending project of the Eagle Creek-Estacada Section of the Clackamas Highway within the City of Estacada.

D N Harwell

D. N. Harwell
Assistant County and City Engineer
County and City Department

DNH:ljt

cc: R. L. Porter ✓
Tom Edwards
F. B. Klaboe
D. J. Barbee
D. H. Moehring
L. W. Rulien


N
CLACKAMAS
RIVER
GEORGE ROAD
REGAN HILL ROAD
S.E. DARROW ROAD
HAYDEN ROAD
WOODBURN - ESTACADA HIGHWAY NO. 161
CLACKAMAS RIVER HWY. NO. 171
211
224

LEGEND
New Facility ▬
Existing Facility ▬
Illumination ●
Sidewalk ▬
Excess Rt of Way ▬
Acacia St. ▬

SIGNED ROUTES
INTERSTATE
U.S.
ORE.

LEGEND
Post Office
School
R R Depot
Public Bldg.
City Hall
Court House
Armory
Library
Street open for travel
Street dedicated but not open
City Limits
City Center M P log
City Center

ESTACADA
CLACKAMAS COUNTY OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

Population 1,040
Scale in Feet
Revised April 1968

Exhibit - Memo (Meeting 3-19-70)

RECEIVED
APR 21 1970
FOR FILING

103-1121
2554

HPF
3-17-70
AYP 506

March 20, 1970

Department of Public Works
Clackamas County
902 Abernethy Road
Oregon City, Oregon 97045

Attention: John C. McIntyre
Director

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction and abandonment of the Eagle Creek-Estacada Section of the Clackamas Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachment

cc H. S. Cox
(conf. agreement attached)

ECEIVED
MAR 30 1970
ILING

3-1121

7554

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

OM McCALL
GOVERNOR

G. WESTERDAHL, II
Director

March 17, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
Highway Building
Salem, Oregon 97310

NOTED
F. B. KLABOE

Attention Mr. L. H. Young

HIGHWAY DIVISION PROJECTS--
Pleasant Valley-N. Beaver Creek Section Oregon Coast Highway
NE. 60th Ave.-Sandy Blvd. Section NE. Portland Highway
Eagle Creek-Estacada Section Clackamas Highway
Farmington Rd.-SW. Allen Ave. Section FAS 630
Esplanade St.-Ft. Klamath Rd. Section FAS 415

The above-named projects have been coordinated with the interested state agencies and all concur, with the provision that Highway Safety Program Standard No. 312 will be complied with.

Care must be taken on the Eagle Creek-Estacada section to protect fully the fish runs on Eagle and Currins Creeks. The silt loads should not exceed 5 Jackson Turbidity Units and water pollution should be avoided. To this end, the Eagle Creek Bridge plans should be coordinated with the Fish and Game Commissions.

We concur in these projects and note that their accomplishment will alleviate traffic flow on the sections being improved.

Ed

Edward G. Westerdahl, II

REFERRED TO
Young
BY

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

Original to Young
3-23-70

RECEIVED
MAR 13 1970
FOR FILING

Const
R/W
Clack. Hwy
Sy

March 12, 1970

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the March 17 meeting will be a throughway-abandonment agreement concerning construction of the Eagle Creek-Estacada Section of the Clackamas Highway in Clackamas County. A companion agreement will be required with the City of Estacada.

This agreement provides for construction and maintenance of the project by the State and covers acquisition of right-of-way, grading, base, paving, and a new bridge crossing Eagle Creek. The County is requested to concur with the State in the closure of certain roads and to cooperate in the relocation or adjustment of any utility facilities which may be in conflict with the plans for the project. Upon completion of construction, the County agrees to accept all the State's right, title, interest, jurisdiction, maintenance, and control of that portion of the existing Clackamas Highway which is to be bypassed by the new construction.

I recommend approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
D. J. Barbee
F. D. Morgan
L. H. Young
H. S. Cox
L. W. Rulien

MCH:mm sr

RECEIVED
MAR 2 - 1970
FOR FILING

193-1121
7554

February 26, 1970

Mr. Homer Chandler
Executive Secretary
Columbia Region Association
of Governments
429 S. W. Fourth Avenue - Suite 500
Portland, Oregon 97204

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
H. S. Cox
D. J. Barbee
F. B. Crandall
A. E. Johnson
L. W. Rulien
R. E. Royer

Dear Mr. Chandler:

We are submitting to you two copies of a map and data sheet showing the location of three different projects for your review in conformance with Section 204 of the Demonstration Cities and Metropolitan Development Act. These projects are:

1. N. E. Portland Highway, US30 Bypass (N. E. 50th Avenue-Sandy Boulevard Section).

2. Clackamas Highway (Eagle Creek-Estacada Section).

3. Murray Boulevard, FAS630 (Farmington Road-S. W. Allen Avenue Section).

Your cooperation in this matter will aid in programming Federal-aid projects in the Portland Metropolitan Area.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

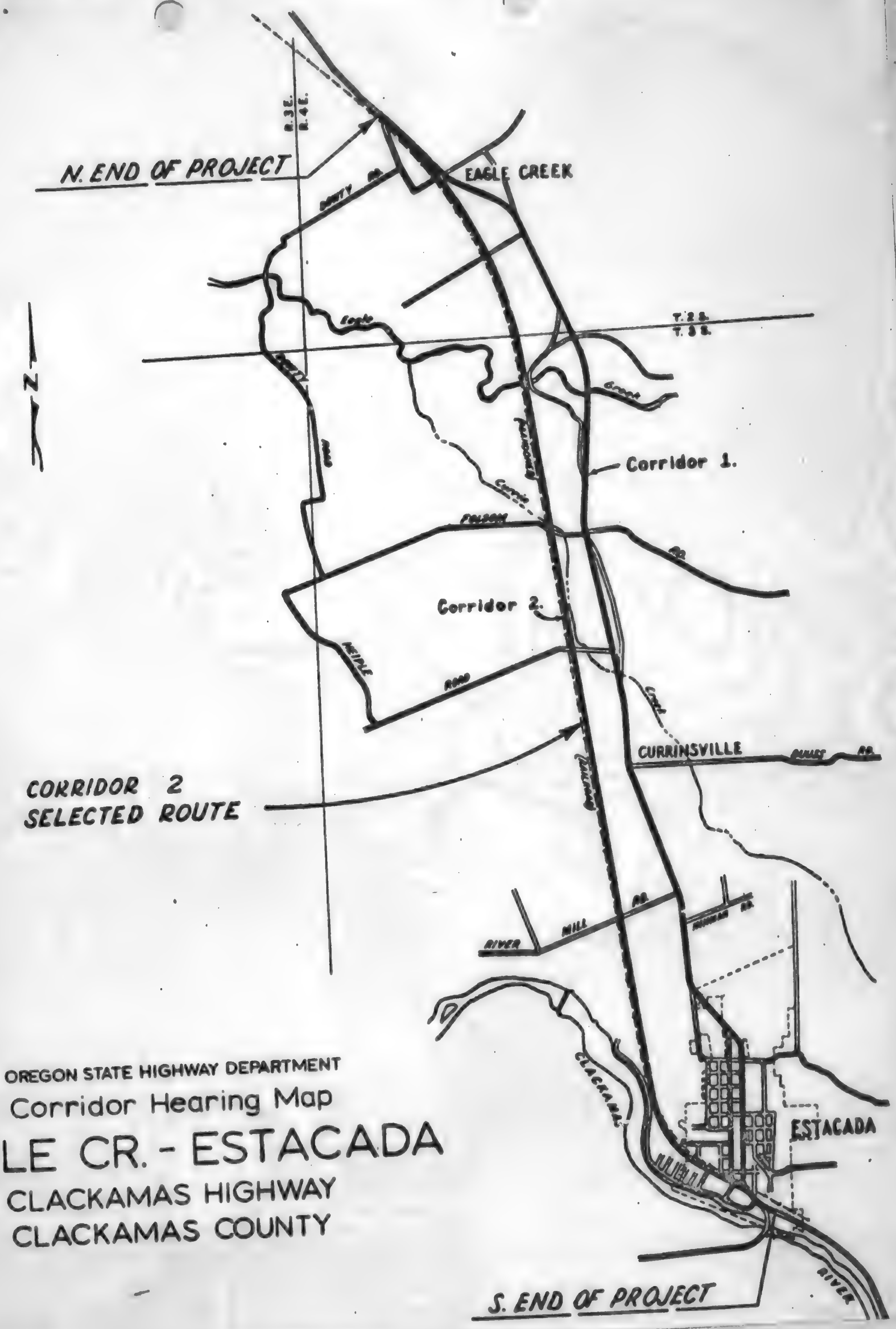
Enc.

WDA:ap ja

PROJECT DATA

Clackamas Highway
Eagle Creek-Estacada Section
Clackamas County

Project Description:	This project is to widen the existing two-lane facility to four lanes with limited access. Approximately one mile of the south end of the project will be an 84-foot curbed section with four, 12-foot lanes, a 16-foot median and 10-foot shoulders. The remaining portion of the project has identical physical characteristics except without curbs.
Structures:	Bridge across Eagle Creek
Length of Project:	5.91 miles
Estimated Cost:	$3,050,000
Right-of-way:	Rights-of-way will be acquired.
Traffic:	4,100 (1968 ADT), 5,850 (1989 projected ADT)
PVMTS Study:	This project is located outside the PVMTS boundary.


N. END OF PROJECT
EAGLE CREEK
R.3E.
R.4E.
DOWTY RD.
T.2S.
T.3S.
N
Eagle
Creek
Corridor 1.
FOLSOM
RD.
Corridor 2.
HEIPLE
ROAD
CURRINSVILLE
RD.
CORRIDOR 2
SELECTED ROUTE
RIVER
MILL
RD.
CLACKAMAS
RIVER
ESTACADA
S. END OF PROJECT

OREGON STATE HIGHWAY DEPARTMENT

Corridor Hearing Map

EAGLE CR. - ESTACADA

CLACKAMAS HIGHWAY

CLACKAMAS COUNTY

RECEIVED
FEB 19 1970

1034/121
7554

February 18 1970

Columbia Region Association
of Governments
429 S. W. 4th Avenue
Suite 500
Portland, Oregon 97204

Attention: Mr. Homer Chandler
Executive Secretary

Gentlemen:

Attached for your review and comment as district clearinghouse (Re: Executive memorandum 01-270-02), please find a completed Notice of Intent to apply for federal assistance for three federal-aid projects as follows:

N. E. 60th Avenue-Sandy Blvd. Section
N. E. Portland Highway

Eagle Creek-Estacada Section
Clackamas Highway

Farmington Road-S. W. Allen Ave. Section
FAS 630

As required by said Executive Memorandum, the Notices of Intent have been sent to the State clearinghouse for review and comment.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
H. S. Cox
R. L. Schroeder
B. L. Gifford
R. N. Chase

Attachments
VB:aw

RECEIVED
FEB 17 1970
FOR FILING

Eagle Cr. - Estacada

103-1121
7554

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 16, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are the completed Notices of Intent to apply for federal assistance for five federal-aid highway projects as follows:

State Administrative District No. 1

Federal Aid Primary	Pleasant Valley-N. Beaver Creek Section
Federal Aid Secondary	Oregon Coast Highway

State Administrative District No. 2

Federal Aid Urban	N. E. 60th Ave. -Sandy Blvd. Section N. E. Portland Highway
Federal Aid Secondary	Eagle Creek-Estacada Section Clackamas Highway
Federal Aid Secondary, County	Farmington Rd. -S. W. Allen Ave. Section FAS 630

State Administrative District No. 11

Federal Aid Secondary, County	Esplanade St. - Ft. Klamath Rd. Section FAS 415

The estimated date of filing for federal funds on these projects varies from April 10 to July, 1970. In order that these dates and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
R. L. Schroeder
H. S. Cox
B. L. Gifford
R. N. Chase

ATTACHMENT B

NOTICE OF INTENT

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division Salem (Address)
Contact Person L. H. Young 2761 (Phone)

1. **Project Location**

Administrative District 2 City Estacada
County Clackamas Special District(s) (if applicable)
Other affected jurisdictions/agencies CRAG

2. **Federal Program**

Common Program Name Federal-Aid Secondary
Authorizing Legislation Title 23, USC, Highways (Public Law No. and Title)
Fed. Admin. Agency: Dept. Department of Transportation
Agency Bureau of Public Roads

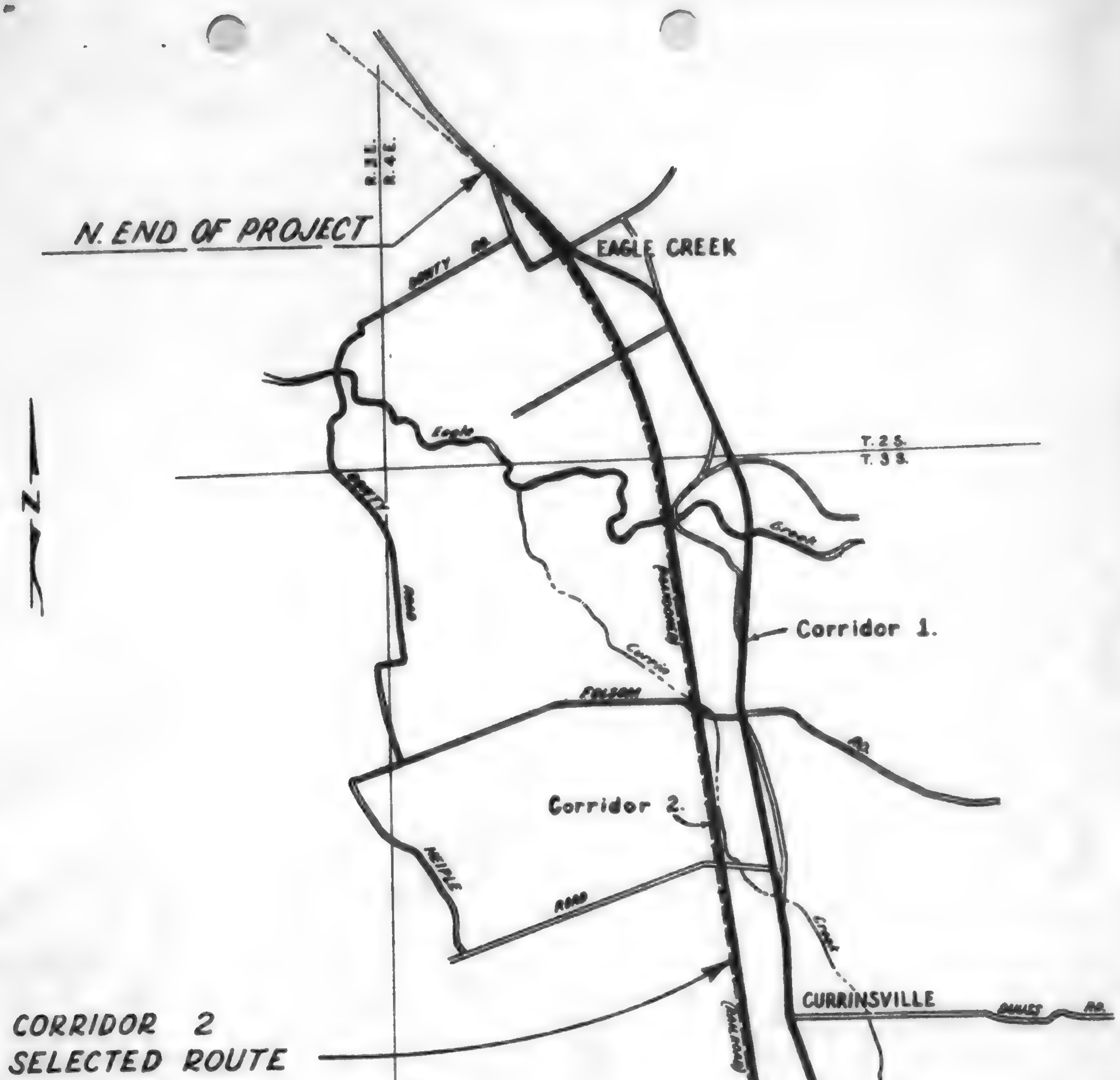
3. **Estimated Project Cost**

Federal Share ☐ Loan ☒ Grant	1,650,000	Source of State Agency Share (if any)	
Local Applicant Share	-	General Fund	-
*State Agency Share	1,400,000	Other Funds (specify)	-
Other (specify)	-		
TOTAL	3,050,000	*Total State Agency Share	1,400,000

*Indicates totals should be equal.

4. Estimated Application Filing Date July 1970

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)
Eagle Creek - Estacada Section, Clackamas Highway.
Project consists of preliminary engineering, right of way acquisition, grading, paving, structures and incidental work to expand the existing substandard two lane facility to four lanes with limited access.


N. END OF PROJECT
R.3E.
R.4E.
EAGLE CREEK
COUNTY RD.
Eagle
T.2S.
T.3S.
Creek
N
COUNTY
ROAD
RAILROAD
Corridor 1.
Currin
FOLSOM
RD.
Corridor 2.
HEIPLE
ROAD
Creek
CURRINSVILLE
RD.
CORRIDOR 2
SELECTED ROUTE
RAILROAD
RIVER
MILL
RD.
RD.
CLACKAMAS
ESTACADA
RIVER
S. END OF PROJECT

OREGON STATE HIGHWAY DEPARTMENT

Corridor Hearing Map

EAGLE CR. - ESTACADA

CLACKAMAS HIGHWAY

CLACKAMAS COUNTY

Length of Project	5.91 miles
Estimated ADT	1968 = 4,100 1989 = 5,850
Standards	Class A 94) Highway (Highway Technical Bulletin No. 19)
Typical Section	Approximately one mile along the southerly end of the proposed project will be a 84-foot curbed section with four 12-foot travel lanes, 16-foot median and 10-foot shoulders. The remainder of the proposed project will have four 12-foot travel lanes, 16-foot median and 10-foot shoulders without curbs.
Structures	Bridge across Eagle Creek.

See attached map for geographic location, Corridor 2 has been selected as proposed route.

RECEIVED
JAN 21 1970
FOR FILING

103-1121
7554

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
January 19, 1970

SUBJECT:
City Council Meeting
City of Estacada
January 15, 1970

To:
Memo to the File

F. B. KLABOE

On the evening of January 15, 1970 at the request of the City of Estacada, I attended their council meeting in company with Don Harwell and Robert Ewen. We were requested to be there to answer questions pertaining to our proposed new Clackamas Highway in Estacada.

The questions that came up at the council meeting both from members of the council and from Estacada citizens concerned the channelization on our new facility in Estacada as it would affect Broadway, Main and Currin Streets. I indicated to those present that our construction was all asphaltic concrete, and that the channelization as shown on our exhibit was painted channelization, that there was nothing particularly sacred about the islands as we showed them, and that we could adjust these islands and openings to fit the wishes of the city and the needs of traffic just so long as changes were sound from the standpoint of vehicle storage and traffic safety.

It seemed apparent that the council and others present felt a need to provide an opening in the channelization for Main Street. I indicated to them that I thought we could provide an opening for Broadway, Main andCurrin Streets, but that in providing left turn storage into Main Street we would probably want to eliminate provisions for left turn storage onto Beach Road. In any event, this situation would be studied and in the course of consumating our agreements with Estacada prior to construction, that we would have a traffic pattern that would be agreeable.

That was the extent of the meeting, and I am, by a copy of this memo, requesting that the above indicated pattern of channelization be incorporated in our final design.

L. W. Rulien
Division Engineer

RECEIVED
JAN 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

LWR:fb
cc F. B. Klaboe
D. J. Barbee
H. S. Cox

FORM E-50-X (12-67

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97202
January 19, 1970

To: Mr. D. J. Barbee
Design Engineer
Salem

SUBJECT: Eagle Creek - Estacada Section
Crown Zellerbach near Estacada
Clackamas Highway

This morning, January 16, 1970, Mr. Glenn Parks, operator of the Parks Lumber Company (Crown Zellerbach), and a gentleman from Crown Zellerbach stopped in the office to discuss possibilities of access to their operation from our proposed new Clackamas Highway. During the course of discussion, the matter of heavy log truck traffic and chip truck traffic in and through Estacada was discussed. It was indicated that unless this lumber operation was afforded access to the proposed new facility, a good deal of heavy truck traffic would still go through Estacada in close proximity to the grade school and high school, as well as the downtown business district.

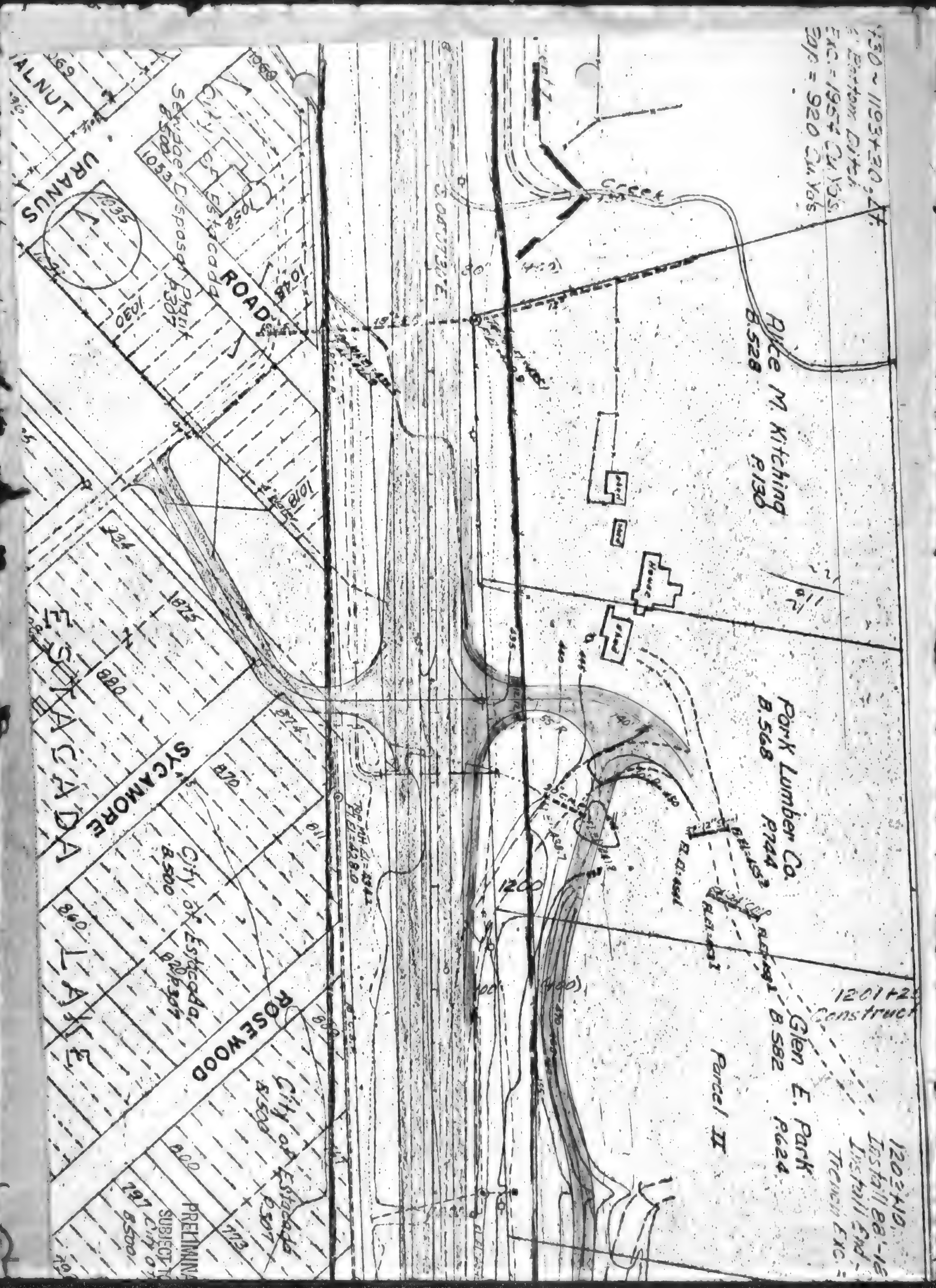
I advised the gentlemen that we were aware of this problem, and went over with them in general our position on access. I advised them that it certainly wasn't within my authority to grant them an access, but that I would be interested in knowing whether or not an access, if granted opposite the access which we are giving to the sewage treatment plant of Estacada, would serve their needs. We looked at maps and discussed this question fairly thoroughly. After the discussion, it was indicated by Mr. Parks that such an access would, indeed, be satisfactory for their needs, and I attach a sketch of the access which we discussed. You will note in brown some road work that it would be necessary for the lumber company to undertake in order that this access point serve their needs. Mr. Parks indicated that the road work would be no problem to them. I indicated that, should it develop that we could give them an access point, we would probably wish to construct it only to our right of way line, and that they in turn could do whatever road work was necessary on their own property as they would see fit.

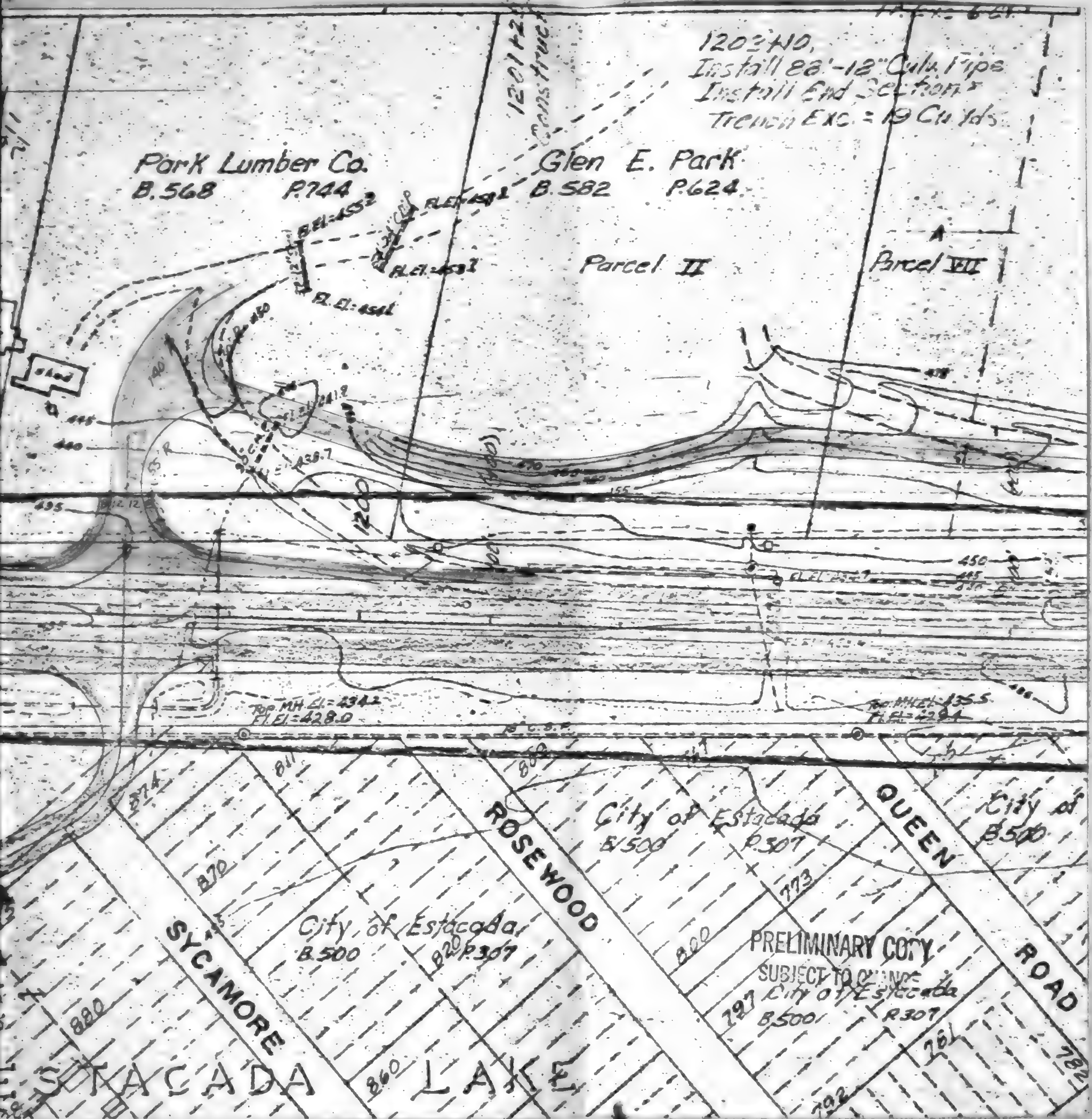
The City of Estacada is taking a fairly strong position on this access. I believe that their position is justified, and I recommend that we make a decision at this time to grant this access in our forthcoming negotiations at the locations shown on the attached sketch.

L. W. Rulien
Division Engineer

RECEIVED
JAN 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

LWR:fb
Enc.
F. B. Klaboe


1130~1193+20 Lt.
Bottom Ditch
Exc = 1954 Cu. Yds.
Emb = 920 Cu. Yds.
Creek
Alice M. Kitching
B.528 P.130
House
Shed
Park Lumber Co.
B.568 P.744
1200
Glen E. Park
B.582 P.624
Parcel II
1201+25
Construct
1202+10
Install 18"-16
Install End
Trench Exc.
WALNUT
URANUS
ROAD
City of Estacada
Sewage Disposal Plant
B.500 P.307
SYCAMORE
ROSEWOOD
ESTACADA LAKE
City of Estacada
B.500 P.307
City of Estacada
B.500 P.307
PRELIMINA
SUBJECT TO
1069
1068
1058
1053
1048
1035
1030
1018
1025
234
880
870
860
800
797
773


1203+10,
Install 88'-12" Culv. Pipe
Install End Sections
Trench Exc. = 19 Cu. Yds.
1201+25
Construct
Park Lumber Co.
B.568 P.744
Glen E. Park
B.582 P.624
Parcel II
Parcel VII
1200
Top MH El. = 434.2
Fl. El. = 428.0
Top MH El. = 435.5
Fl. El. = 429.4
City of Estacada
B.500 P.307
City of Estacada
B.500 P.307
City of Estacada
B.500 P.307
City of
B.500
PRELIMINARY COPY
SUBJECT TO CHANGE
SYCAMORE
ROSEWOOD
QUEEN
ROAD
ESTACADA LAKE
880
874
870
860
820
811
809
800
797
792
782
773
761
450
445
440
435

JAN 16 1970
FOR FILING

FORM E-30-X (12-67)

Klaboe

103-1121
7554

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310
~~January 15, 1970~~

SUBJECT: Eagle Creek - Estacada Section
Clackamas Highway
Clackamas County

To: Mr. John K. Scott
District Supervisor

METRO

This letter is to confirm our telephone conversation on this date halting negotiation on the above project. It is my understanding that the negotiations will resume as soon as the design is approved.

Please do not discontinue appraisal.

ORIGINAL SIGNED
JOHN R. OAKES
John R. Oakes
Assistant Right of Way Engineer

NOTED
F. B. KLABOE

JRO:JH

cc F. B. Klaboe
L. H. Young
G. E. Rohde
M. R. Mitchell

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JAN 15 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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JAN 12 1970
FOR FILING

103-1121
7554

R. L. Porter

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
January 9, 1970

To: Mr. John K. Scott
District R/W Supervisor

METRO

SUBJECT: Eagle Cr.-Estacada Sec.
Clackamas Highway
Clackamas County

The Right of Way Division will comply with the Federal law on the subject project in regard to the provision that

> " . . . No person lawfully occupying real property shall be required to move from his home, farm, or business location without at least 90 days written notice . . . "

NOTED
R L PORTER

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant Right of Way Engineer

JRO:GZ

cc R. L. Porter
F. B. Klaboe
G. E. Rohde
Louis C. Grothaus

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JAN 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 9 1970

FOR FILING
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103-1121
7554

Salem, Oregon 97310
January 8, 1970

Eagle Creek-Estacada Section
Clackamas Highway

Mr. D. J. Barbee
Design Engineer
BUILDING

Plans for the construction of this section of highway should be prepared using the following geometric design. The section from Eagle Creek to the approximate city limits of Estacada should be constructed as a two-lane facility that can be converted to a four-lane facility at some future date.

The section from the approximate city limits of Estacada through the city of Estacada should be constructed to a full four-lane curbed section.

Right-of-Way should, of course, be purchased for the eventual four-lane construction throughout the limits of the project.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

RECEIVED
OCT 23 1969

103-1121
7554

Porter P

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
October 21, 1969

SUBJECT: Eagle Creek-Estacada Section
Clackamas Highway
Clackamas County

To: Mr. L. C. Grothaus
District Supervisor

MILWAUKIE

NOTED
R. L. PORTER

Mr. Porter has approved the appraisal and negotiation for the right of way needed for the above project as the files are received. This project will be a bond project and we are asking you to use a special State prefix, 103-2091, for all costs on the job so we can eventually pay for the project with bond funds. Please do not use prefix 2901-930 for this project.

As the public hearing is scheduled about the first of the year, we recommend that insofar as possible you keep your present activities limited to appraisal until after the public hearing.

John R. Oakes
John R. Oakes
Assistant Right of Way Engineer

JRO:JH

cc R. L. Porter ✓
L. H. Young
G. E. Rohde
Myrtle Kanz
E. F. Saling
C. E. Smith
M. R. Mitchell

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OCT 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 9 - 196

1859

GAME COMMISSION
103-1121
OFFICE OF THE DIRECTOR
7554

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

October 6, 1969

cc's sent 10-8-69

F.B. Klaboe
L.H. Young
T.C. Roake (4)
C.G. Swenson
F.E. Terpin (4)
W.H. Tebeau
R.D. Asburry (2)
L.W. Rulien (6)

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Frank L. Hall

Dear Sir:

We are replying to two letters from your office dated September 17 and September 30, 1969, which referred to the following prospectuses:

1. Santiam Highway-River Road Section, Pleasant Valley Road, FAS 217, Linn County
2. S.W. Hunziker-Lower Boones Ferry Road, S.W. 72nd Avenue, FAS 944, Washington County
3. Eagle Creek-Heiple Road Section, Clackamas Highway, Clackamas County
4. Hogan Road-6th Street Section, Clackamas-Boring Road, FAS 129, Clackamas County

We have no recommendations regarding these proposed projects except for the Eagle Creek-Heiple Road Section. There must be provision for water quality protection during bridge construction on Eagle Creek and provision for passage of anadromous fish on Currin Creek.

We appreciate the opportunity to review these proposals.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

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OCT 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:js

cc: Dir. OFC

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OCT 3 - 1969
FOR FILING

103-1121
7554

8P*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1969

SUBJECT: Location Approval
Eagle Creek-Estacada Section
Projects S-274(-) and
S-572(-)
Clackamas Highway
Clackamas County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

We hereby request your approval of Corridor 2, as described in the hearing transcript and attached study report data, as the location for the proposed Eagle Creek-Estacada Section project on the Clackamas Secondary Highway (FAS 141 and 140) in Clackamas County.

The various departments of the Highway Division have considered the public hearing data, the location study report, as well as the social, economic and environmental affects and recommends approval of Corridor 2.

More complete details of Corridor 2 are contained in the attached location study report.

The description of the location for which we are requesting your approval is being published in the appropriate news media as required by PPM 20-8. A copy of the request to said news media is attached.

L. H. Young
Program & Planning Engineer

Attachment
Enclosure

KNC:aw

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
H. S. Cox
R. N. Chase
B. L. Gifford

RECEIVED
OCT 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

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OCT 2 - 1969
FOR FILING

103-1121
7554

PREFIX NO. 103-1466

9-22-69

LOCATION PROSPECTUS
EAGLE CREEK-HEIPLE ROAD SECTION
CLACKAMAS HIGHWAY
CLACKAMAS COUNTY

HIGHWAY:	Clackamas Highway. State Secondary No. 171; Federal-aid Secondary Nos. 132, 141 and 140.
TERMINI:	Westerly terminus located approximately at M.P. 17.9, said point being 0.1 mile westerly from intersection of Dowty Road and Clackamas Highway. Easterly terminus located 0.2 mile westerly of the existing highway opposite M.P. 20.15, said point being 0.25 mile northerly of Heiple Road.
LENGTH:	Total length of survey approximately 2.5 miles.
PROGRAM:	Not Programmed.
NARRATIVE:	This will be a location survey to perform field work, prepare plans, specifications and estimates for grading and paving for the construction of a four-lane facility on new alignment. Reconnaissance has been made. No more than routine soil work is anticipated. No special drainage problems are anticipated. No economic analysis has been made nor is the need for one anticipated. A corridor hearing was held July 8, 1969.
CHARACTERISTICS:	Existing ADT is 3,350 to 4,200; 20-year projected ADT is 8,000. Estimated rise and fall is 200 feet.
STANDARDS:	Class A(4). Maximum 5 degree curve and maximum 5 percent grade. Deviation from AASHO and State standards are not anticipated.
TYPICAL SECTION:	The main typical section will consist of four 12-foot travel ways with 10-foot outside shoulders and separated by a variable median from a minimum width of 4 feet to a maximum of 16 feet as required for left turn refuges.
STRUCTURES:	One proposed bridge to cross Eagle Creek. Possible box culvert at Currin Creek to be justified later.
ACCESS:	Limited as to location.

NOTED
R. L. PORTER

NOTED
FORREST COOPER

MATERIAL:	Investigations for suitable material will be made during survey and referenced to the line.
ADD'L FACILITIES:	No airports affected.
AGREEMENTS:	Utility adjustments with Portland General Electric will be necessary. Agreements with Clackamas County and Portland Traction will be necessary. An opportunity for a design hearing will be offered.
PARKS:	None affected.

Attachment
September 22, 1969
cc: Fish Commission of Oregon
Oregon State Game Commission
L.W. Rulien (3)
Bureau of Public Roads (3)
Forrest Cooper
Tom Edwards
F.B. Klaboe
V.D. Wolfe
D.J. Barbee
F.B. Crandall
F.L. Hall
E.S Hunter
Ivan Merchant (4)
D.H. Moehring (3)
F.D. Morgan
L.H. Young
J.M. Cartwright (2)
R.N. Chase
H.S. Cox (2)
B.L. Gifford
W.N. Hackleman
V.J. Johnson
A.D. Olson
R.E. Olson
Jack Rowland
Robert Royer
C.G. Swenson
W.H. Tebeau
F.E. Terpin
O.C. Turner
F.W. Yarbrough (2)

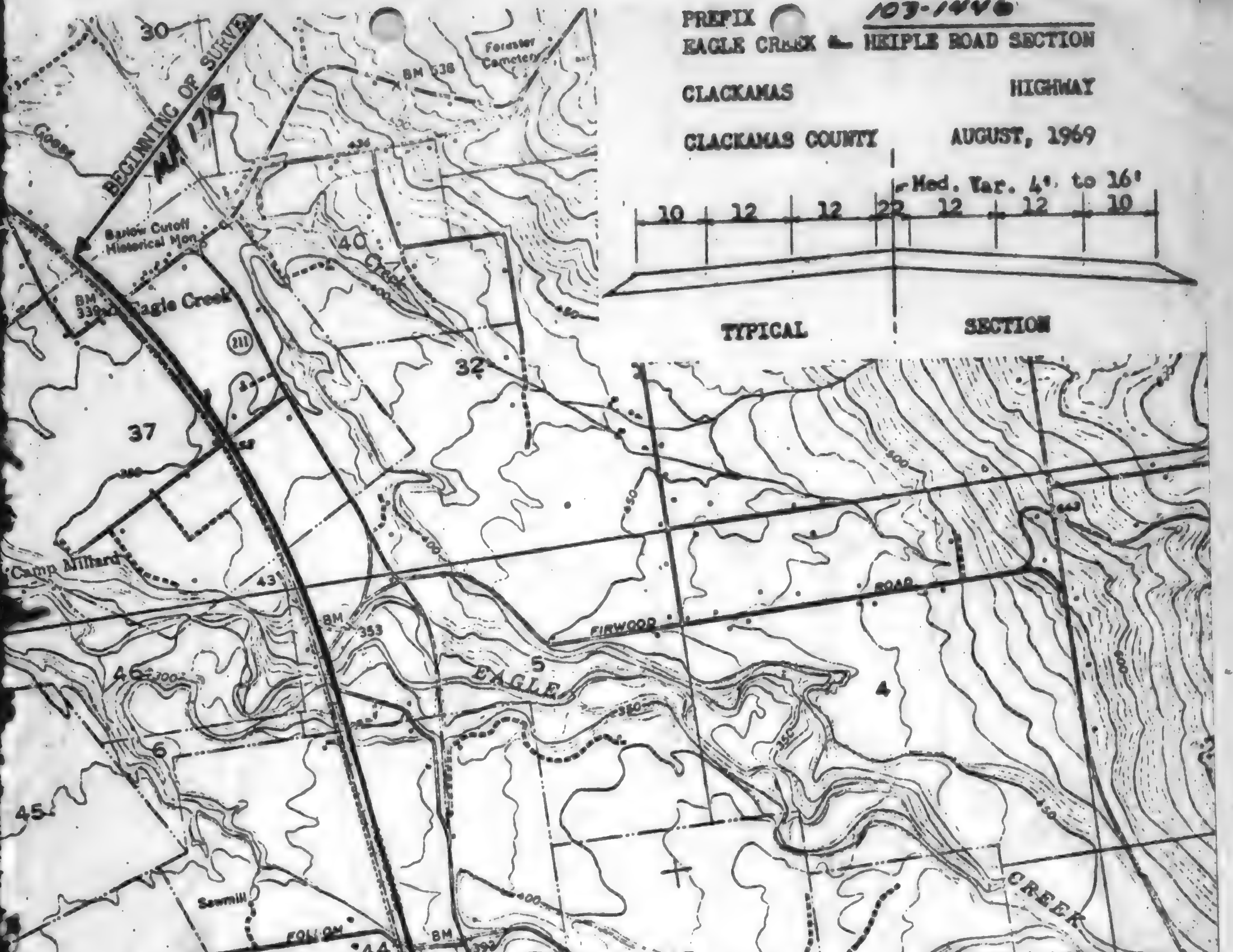
RECEIV
SEP 30 1969
OFFICE OF
STATE HIGHWAY ENGINE

PREFIX 103-1440

EAGLE CREEK - HEIPLE ROAD SECTION

CLACKAMAS HIGHWAY

CLACKAMAS COUNTY AUGUST, 1969


Med. Var. 4' to 16'
10
12
12
2
2
12
12
10
TYPICAL
SECTION
BEGINNING OF SURVEY
MP 17.79
END OF SURVEY
MP 20.45
PREVIOUSLY SURVEYED
Barlow Cutoff Historical Mon.
Foster Cemetery
BM 338
BM 339
Eagle Creek
211
Camp Millard
BM 353
FIRWOOD ROAD
EAGLE CREEK
Creek
Sawmill
FOLLOW ROAD
BM 393
Currinsville
DUUS ROAD
Creek
30
40
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16
42

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section EAGLE CREEK - ESTACADA Highway Clackamas (F.A.S. 140) County Clackamas Prefix 103-1435

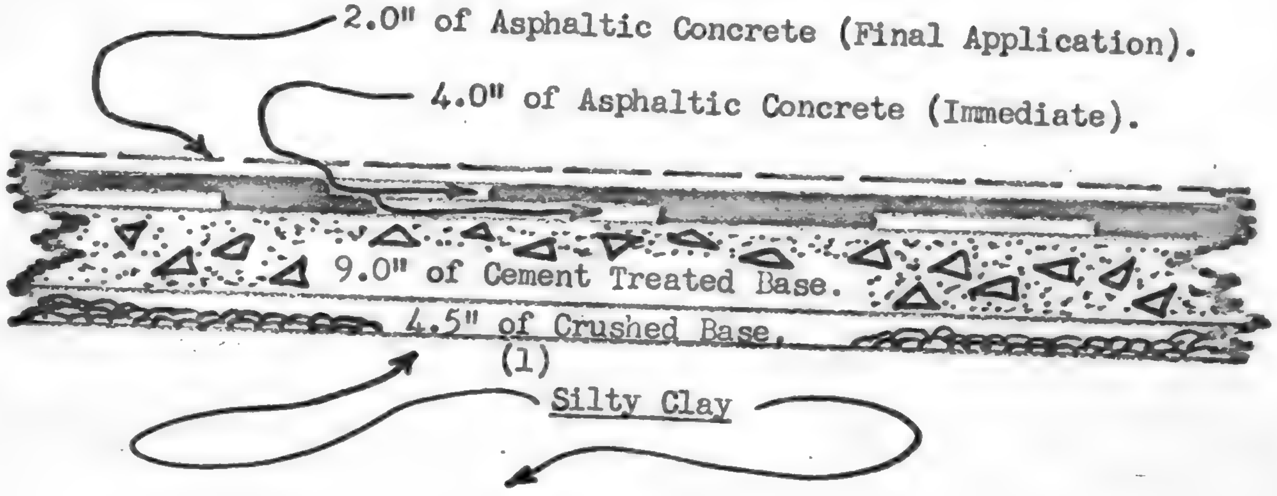
Res. Engr. R. T. Ewen Approx. Length 6.0± Miles. MP. ~~XXX.~~ 17.75± to MP. ~~XXX.~~ 23.66± Date 9-5-69

Mean Truck A.D.T. 842 Traffic Coefficient 10.0 18 kip s.a. per day 421.5.

Annual Precipitation 58"± Frost Penetration - - - - .

9-5-69

(1)
Typical Soil
43 LL
14 PI
99 %P 10
76 %P200
1 %Gravel
4 %C Sand
20 %F Sand
43 %Silt
32 %Clay
8 "R" Value


2.0" of Asphaltic Concrete (Final Application).
4.0" of Asphaltic Concrete (Immediate).
9.0" of Cement Treated Base.
4.5" of Crushed Base.
(1)
Silty Clay

CBR Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C.(FA)
	8.0	4.0	A.C.(I)
	16.0	9.0	C.T.B.
	4.5	4.5	Cr.Base
32.5	32.5	19.5	

AASHO CLASSIFICATION:
A-7-5 (11)

MATERIAL SOURCES:
To be determined by the Engineer.

See remarks on Page 2.

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OCT 3 - 1969
FOR FILING

FOR FILING
OCT 2 - 1969
RECEIVED

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

103-1121
7554

Submitted by for Staff Assistant Recommended by Engineer of Materials

Recommended by Approved by

SECTION: EAGLE CREEK - ESTACADA

HIGHWAY: Clackamas

COUNTY: Clackamas

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	XXXXXXX. xxx C.T.B.	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness
9.0 - 10.0	4.0"	6.0"	—	12.0"	—	31.0"	22.0"
8.0 - 9.0	3.5"	6.0"	—	9.5"	—	27.5"	19.0"
7.0 - 8.0	3.5"	4.0"	—	10.5"	—	24.5"	18.0"
6.0 - 7.0	3.0"	—	2.0"	13.0"	—	21.0"	18.0"
4.8 - 6.0	2.0"	—	2.0"	12.0"	—	18.0"	16.0"
Cars Only	2.0"	—	2.0"	7.0"	—	13.0"	11.0"

Remarks:

Tests indicate that Cement Treated Base (1.8 C.B.E. quality) can be produced from the State-owned River Mill Gravel Pit. The Materials Laboratory will provide a mix design at a future date.

Recommend P.M.B.B. be substituted for C.T.B. for about a 1000' section in or near Estacada where traffic has to be maintained, this at the discretion of the Resident Engineer.

Where crushed material is required for base, level, or shoulders, recommend the 1.0"-0 material produced for C.T.B. or P.M.B.B. be substituted for normal specification sizes.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphaltic Concrete = 2.0 " Crushed Base
1.0" Plant Mix Bituminous Base = 1.8 " Crushed Base
1.0" Cement Treated Base = 1.8 " Crushed Base
1.0" Oil Mat = 1.1 " Crushed Base
1.0" Stone Subbase = 0.8 " Crushed Base
(Per Standard Specifications
plus Supplementals)
1.0" Lime Treated Subgrade = ___ " Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

TRAFFIC ANALYSIS

SECTION: EAGLE CREEK - ESTACADA

HIGHWAY: Clackamas

COUNTY: Clackamas

3200 Present ADT (1970)

18 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	115	1.9	219	167	450	75,150
3	260	1.9	494	377	1000	377,000
4	15	1.9	29	22	1250	27,500
5	190	1.9	361	276	3180	877,680
6	0	---	---	---	2570	----
				842	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 1,357,330

TWENTY YEAR EWL 27,146,600

TRAFFIC COEFFICIENT 10.0

SECTION: EAGLE CREEK - ESTACADA

HIGHWAY: Clackamas

COUNTY: Clackamas

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks:
5. Cost Comparisons: See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this project.

See Items 6, 14, and remarks on Page 2.

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SEP 2 - 1969
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103-1121
7554

Salem, Oregon 97310
August 29, 1969

Mr. D. J. Barbee
Design Engineer
BUILDING

As you know, the Emergency Board authorized the issuance of bonds for the construction of three projects. These projects are listed below:

Eagle Creek-Estacada Section, Clackamas Highway, Clackamas County, 5.6 miles.

North Plains-Wilson River Junction Section, Sunset Highway, Washington County, 3.5 miles.

Chetco River-Winchuck River Section, Oregon Coast Highway, Curry County, 4.5 miles.

Please institute the necessary hearings, surveys, et cetera, in order to contract these projects as soon after July 1, 1970, as possible. This will, of course, require delivery of Right-of-way descriptions for the necessary right-of-way to Mr. Moehring at the earliest date.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: L. H. Young
Ivan Merchant
D. H. Moehring

Clack Co 3

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COUNTY OF CLACKAMAS
BOARD OF COMMISSIONERS
OREGON CITY, OREGON 97045
656-2641

FRED STEFANI, CHAIRMAN
THOMAS D. TELFORD, COMMISSIONER
ROBERT SCHUMACHER, COMMISSIONER

NOTED
H. S. COX

May 15, 1969

State Highway Department
City-County Division
State Highway Building
Salem, Oregon, 97310

ATTENTION: H. S. Cox

Gentlemen:

State Highway Department representatives on April 29, 1969 reviewed with this Board the State's plans for re-building State Highway 211 from Eagle Creek to Estacada.

Two alternate corridors were presented: one re-aligning the existing road and the other utilizing the old abandoned railroad right-of-way. We will support either corridor selected by the State; however, alternate No. 2, utilizing the old railroad grade, is preferable.

We have always had a policy that once a road was brought up to a standard acceptable to the County, we would assume the jurisdiction of the road. Since you have requested us to accept the by-passed portions of the old highway and have further stated that the by-passed portions would be placed in a suitable condition, as agreed upon by the County and State, we will commit at this time the acceptance of the by-passed portions.

On behalf of the residents of Clackamas County and the users of this section of the road, we wish to express our appreciation for undertaking this project.

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

Fred Stefani
Chairman

Thomas D. Telford
Commissioner

Commissioner

PW

RECEIVED
MAY 20 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

FORM E-30 (12-67)

3-1121
1554

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
May 8, 1969

SUBJECT: Eagle Creek-Estacada Section
Clackamas Highway
Clackamas County

To:

Mr. L. H. Young
Program and
Planning Engineer

BUILDING

Attention Mr. W. H. Tebeau
Preliminary Studies Engineer

Paragraph 7a of Instructional Memorandum 80-1-68 requires that prior to a corridor public hearing the State shall make preliminary investigations which will furnish certain information for each of the various alternate locations given final consideration.

Our study on the above project is attached.

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

JRO:DH
Attachment

cc R. E. Simpson /w/ attach.
R. L. Porter
F. B. Klaboe
Victor Wolfe
Floyd Query
G. E. Rohde
D. J. Barbee /w/ attach.
H. S. Cox
R. L. Schroeder /w/ attach.

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MAY 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM ...-123

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED [illegible]
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

RECEIVED
MAY 12 1969
ENGINEER
COUNTY & CITY DIVISION

23-11
1557

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 21, 1969

Estacada City Council
City Hall
Estacada, Oregon 97023

Gentlemen:

The State Highway Commission is studying alternate corridor proposals to relocate the Eagle Creek-Estacada Section of the Clackamas Highway (ORE 211 and ORE 224) in the City of Estacada and Clackamas County, Oregon. Actual construction will be based on its over-all economic effect, determination of which will include evaluation of testimony taken at public hearings, if such are required.

The study indicates that the proposal may follow one of the corridors indicated on the attached map. The existing route, or portions thereof, may be bypassed by the proposal.

In order to avoid parallel routing of the state highway system serving duplicating purposes, a determination should be made as to the disposition or jurisdiction of the existing route, providing an alternate route is constructed. The Highway Commission therefore requests your consideration at this time to accept, upon completion of a new route, the bypassed sections of the existing route as a part of the local road system to provide service for persons living thereon or communities served thereby. A companion request is being directed to Clackamas County for that portion outside the City.

Signatures in the appropriate space provided below will indicate that the City of Estacada will, by a subsequent formal agreement with the State Highway Commission, accept such bypassed sections, if any, as a local jurisdictional road upon completion of the project and after it has been placed in a suitable condition as agreed upon by City and State.

Please return one signed copy to H. S. Cox, County and City Engineer, State Highway Building, Salem, Oregon, 97310.

Very truly yours,

Forrest Cooper
State Highway Engineer

By H.S. Cox
H. S. Cox
County and City Engineer

APPROVED
CITY OF Estacada
BY MAYOR
BY RECORDER M. L. Coleman
DATE MAY 9 - 1969

Enc. Map

NOTED
P. B. [illegible]

NOTED
DON HARWELL

RECEIVED
MAR 20 1969

FOR FILING

Const
R/W
Clack. Sec

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
R. L. PORTER

Salem 97310
March 18, 1969

SUBJECT: Heiple Road-Estacada
Section
Clackamas Highway
Clackamas County

To:

Mr. L. H. Young
Program and
Planning Engineer

BUILDING

Attention Mr. W. H. Tebeau
Preliminary Studies Engineer

On January 22, 1969, the data on relocation required under paragraph 7a of Instructional Memorandum 80-1-68 was sent to Mr. Barbee for the located line on the above project. I am now enclosing copies of the data on three other alternates.

This data is in the form of a letter from Mr. Chester B. Liechty, dated March 17, 1969, and refers to the original submission as Plan 4.

We have instructed our liaison agents to submit right of way estimates without providing for contingencies; consequently, on this project and on other projects that are sent to you, please add twenty percent to all estimates shown.

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

JRO:DH
Encl.

cc R. E. Simpson /w/ attach.
R. L. Porter
F. B. Klaboe
Victor Wolfe
Floyd Query
G. E. Rohde
D. J. Barbee /w/ attach.
H. S. Cox
R. L. Schroeder /w/ attach.

RECEIVED
MAR 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

ECEIVE
FEB 28 1969

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

Const
R/W
Clack. Co.

February 27, 1969

Marx & Chase, Surveyors
Post Office Box 431
Gresham, Oregon

Attention: Mr. Ron Lambert

Gentlemen:

I am replying to your telephone request of February 24 in which you asked for survey information on the Heiple Road-Estacada survey on the Clackamas Highway.

Review of the mapping indicates certain corner monuments were recovered along the route of the survey, however, the ties between the survey centerline and the monuments are not shown. This information will be transferred to our right of way map from the transit notes and coordinate computations at such time as the right of way map is prepared. It does not appear that this part of the work will be done in the near future.

In the meantime, the survey work done to date will be on file in the Design Division office and if you wish to visit this office we would be glad to discuss any of the information we have which might be of use to you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By D J Barbee

D. J. Barbee
Design Engineer

F. B. KLABOE
NOTED

RECEIVED
FEB 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

GCW:jp
cc: F.B. Klaboe
L.W. Rulien

RECEIVED
FORM 2-30 (12-67)
FEB 28 1969

FI...

103-1121
7554

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
February 26, 1969

To:
Memo to the File

SUBJECT:
Signs, Clackamas Highway
between Estacada & Portland

This will advise that three or four signs have been installed off the right of way, but adjacent to the highway, on the subject section requesting people to write to their governor about the road between Estacada and Portland. I pass this on for your information.

I am sure that the signs do not refer to the condition of maintenance of the existing highway, but rather are soliciting support for a reconstructed highway. We do not know who placed the signs.

L. W. Rulien
Division Engineer

LWR:fb
cc F. B. Klaboe
Tom Edwards
E. S. Hunter
D. J. Barbee
H. S. Cox
M. W. Stovall

RECEIVED
FEB 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (12-67)

RECEIVED
JAN 28 1969

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
January 28, 1969

Conel
a/d
Check Sec

To.

SUBJECT: Conceptual Stage
Liaison Report
Heiple Road-Estacada
Section
Clackamas Highway
Clackamas County

Mr. John K. Scott
District Right of Way
Supervisor

MILWAUKIE

Please refer to page 6 of IM 80-1-68 under paragraph 7a (2) and (3), wherein the Bureau requests a study showing the probable availability of decent, safe and sanitary housing and a statement as to the basis of the study.

The Bureau is now requesting that this study be made on the other three alternates shown in your report. In this study you may not contact the tenants, but it may be necessary to provide a small map showing the location of these alternates.

John R. Oakes
Assistant Right of Way Engineer

JRO:DH

cc R. E. Simpson
R. L. Porter
F. B. Klaboe
Floyd Query
Victor Wolfe
G. E. Rohde
H. S. Cox

RECEIVED
JAN 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 6 - 1967
FOR FILE
Const
R/W
Clackamas Sec

(1767)

Salem, Oregon 97310
July 5, 1967

File No. 40855 - Portland
Traction, Barton-Estacada
Section, Clackamas Highway

Mr. F. D. Morgan
Construction Engineer
BUILDING

As instructed orally July 3, please have someone immediately make a reconnaissance study of the alternate proposal to purchase right-of-way for a new line adjacent to the Railroad right-of-way rather than using the Railroad right-of-way itself.

Your study should include an evaluation of the treatment that could be used through the city of Estacada where I believe we would be quite restricted.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

cc: Victor D. Wolfe
G. E. Rohde
D. H. Moehring

RECEIVED
MAY 16 1967
FOR FILING
Conv
R/W
Clackamas Sec

May 16, 1967
Salem, Oregon

File No. 40855 - Portland
Traction, Barton-Estacada
Section, Clackamas Highway
Clackamas County

1218
1270

Mr. D. H. Moehring
Right of Way Engineer
BUILDING

Reference is made to your letter of April 28 concerning this file. It is our decision to go ahead and acquire the abandoned right-of-way between Barton and Estacada subject to the existing easement for the power lines.

Please therefore proceed to follow this course of action as rapidly as possible.

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

cc: F. D. Morgan

RECEIVED
APR 5 - 1967

FOR FILE

Trust
A/H
Clackamas Sec

April 4, 1967

Mr. Edward G. Westerdahl, II
Executive Assistant
Executive Department
State Capitol Building
Salem, Oregon 97310

Dear Mr. Westerdahl:

Attached is a copy of a letter to the Highway Commission recommending condemnation of an abandoned right-of-way belonging to the Portland Traction Company between Barton and Estacada.

I believe my letter to the Commission is self-explanatory but wanted your office to be advised because if condemnation proceedings were commenced, it is possible that you will be contacted by representatives of the Portland Traction Company.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attach.

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
George Rohde
L. W. Rulien

RLP:ms fn

NOTED
R. L. PORTER

PORTLAND TRACTION COMPANY

2525 N. Larrabee Avenue
Portland, Oregon 97227

March 31, 1967

File Ref: D 331-1-41

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe
Assistant State Highway Engineer

Dear Sir:

Re: Existing Railroad Right of Way
Barton-Estacada Section, Clackamas
Highway, Clackamas County

Referring to your letter of November 16, 1966 addressed to Mr. Adams, former Superintendent of Portland Traction Company, re possible purchase of Railroad right of way between Barton and Estacada:

Due to the potential future industrial development of this area, the Railroad does not wish to consider selling its right of way at this time.

Very truly yours,

WG Johnson

W. G. Johnson
General Manager

RECEIVED
APR 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—2-66 SP*23800-754

[illegible] (R/W)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 25, 1967

~~2024~~

4-6

SUBJECT: Barton - Estacada Section
Clackamas Highway
Clackamas County

To: ~~Mr. D. H. Moehring~~
~~Right of Way Engineer~~
~~Office~~

NOT
F. B. KLA

Attached is a description, an authorization and 11 prints covering the Portland Traction Company right of way between Barton and Estacada, together with a copy of Mr. Klaboe's letter of December 19, 1966 which requests an appraisal for this property.

Will you please proceed as directed and contact Mr. Klaboe before negotiating with the Portland Traction Company.

Frank D. Morgan
Construction Engineer

By

D. J. Barbee
Assistant Construction
Engineer

FOS:hc

Attachment

cc: Mr. F. B. Klaboe ✓ Noted NC
(Completes Assignment No. 1270)

RECEIVED
JAN 2[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 9 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Const
R/W
Clackamas Co

NOTED
H. S. COX

RECEIVED
DEC 28 1966
ENGINEER
COUNTY & CITY DIVISION

1-6-67

December 28, 1966

Board of County Commissioners
Clackamas County
201 County Courthouse
Oregon City, Oregon

NOTED
F. B. KLABOE

218
1770

Gentlemen:

As you may know, the Portland Traction Company railroad grade between Boring and Estacada has not been in operation for some time and is dismantled for the most part. The Highway Department has undertaken to acquire the rights-of-way for that portion of the abandoned railroad between Barton and Estacada to be used for future highway purposes.

It appears that the rights-of-way for the remaining portion could be of some value to you in that it could be utilized for a possible extension of your county road system between Boring and Barton.

A small scale map depicting the extent of the abandoned portions of railroad is attached.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
F. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

12-29-66
Called Ston Ely & asked that the underlined portion not be given to the newspapers
S.

RECEIVED
JAN 9 1967
STATE HIGHWAY ENGINEER

Enc.

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox
L. W. Rulien

Ston Ely returned his copy of this letter to this office after personal contact 1-6-67 by Hammell & Cox. Ely states they are not ~~interested~~ in R/W at this time. S.

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 21, 1966

SUBJECT: Boring - Barton
Abandoned Railroad Grade
Portland Traction Company
Clackamas County

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

I have attached a quadrangle map (1"=1 mile approximately) on which is depicted the extent of the dismantled Portland Traction Company railroad. The Department, through Ted Litchfield, has made an inquiry concerning the acquisition of the abandoned segment of railroad between Barton and Estacada; no word has yet been received from the Portland Traction Company.

We have looked into that portion of the abandoned railroad grade from Boring to Barton and have come to the conclusion that it could be utilized as a possible route from Boring to Barton which could provide a more direct access from the Gresham area to the Barton-Eagle Creek-Estacada areas. On the basis that this would tend to unify the county road network, it is felt that this segment of railroad right of way would have more value to the county than to the state.

A suggested letter to Clackamas County is also attached informing them of the possible availability of the Boring-Barton segment of the abandoned railroad.

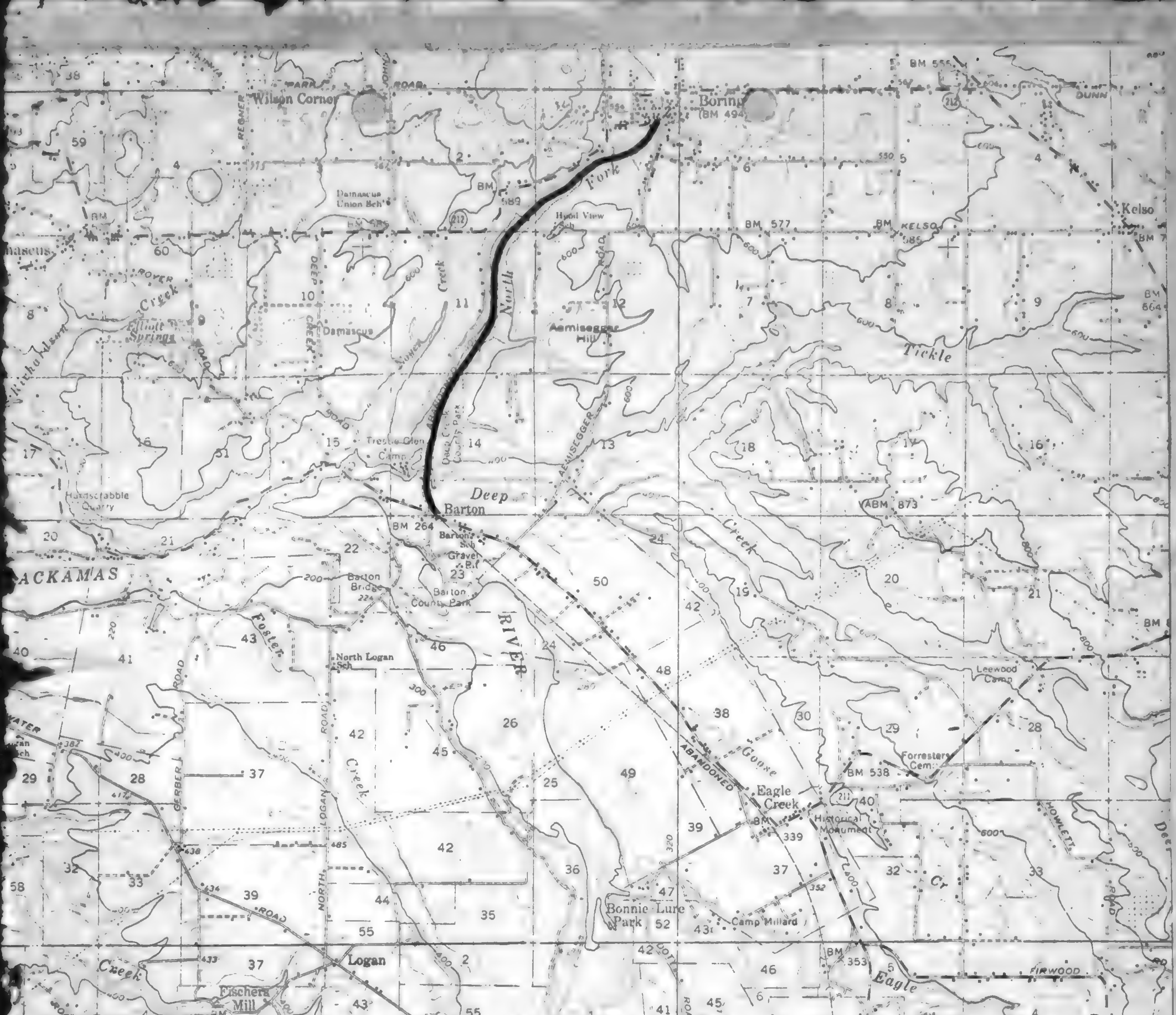
F. D. Morgan
Construction Engineer

By W. H. Tebeau

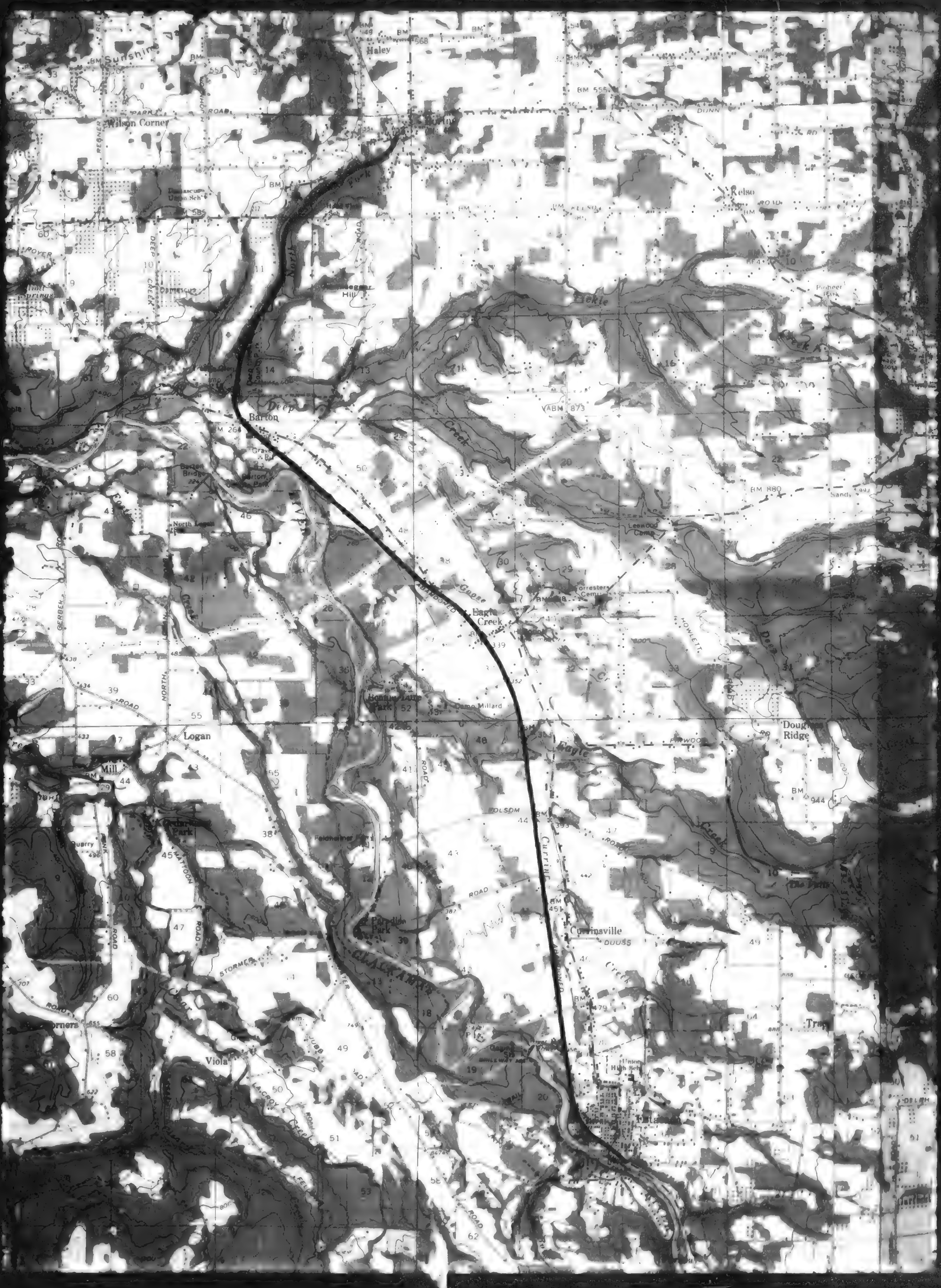
W. H. Tebeau
Preliminary Studies Engineer

WHT:fp
Attach.

RECEIVED
DEC 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER



Wilson Corner
Boring
(BM 494)
Kelso
Damascus
Damascus Union Sch
Hood View Sch
North Fork
Deep Creek
Aemisegger Hill
Tickle
Elliott Springs
Trestle Glen Camp
Hardscrabble Quarry
Barton
BM 264
Barton Sch
Barton Bridge
Barton County Park
CLACKAMAS
RIVER
North Logan Sch
Foster
Creek
Deep Creek
ABANDONED
Eagle Creek
Historical Monument
Forresters Cem
Leewood Camp
HOWLETT
Bonnie Lure Park
Camp Millard
Logan
Fischers Mill
Cedarhurst Park
Quarry
MATTOON
Feldheimer Ferry (Site)
HEIPLE ROAD
FOLSOM
Currin
Eagle
FIRWOOD
Paradise Park
Currinsville
DUUS ROAD
Clear Creek
STORMER ROAD
SPRINGWATER
CLACKAMAS
Four Corners
Viola
Rodeo Grounds
JUBB ROAD
LACROY ROAD
Gravel Pit
Gaging Sta
River Mill Powerhouse
SPILLWAY
JEEP TRAIL
Union High Sch
Estacada
Mt Zion Cem
Little Clear Creek
ROAD
NORTH LOGAN ROAD
GERBER ROAD
MARKET ROAD
TWENTY
Barnfields Creek
FUNK
BM 577
BM 873
BM 538
BM 339
BM 353
BM 393
BM 451
BM 479
BM 293


Sunshine
Haley
Wilson Corner
Damascus Union Sch
Damascus
Kelso
Kelso Road
Dunn
Pioneer Park
Tickle Creek
North Fork
Deep Creek
Barton
Barton Bridge
Barton Park
North Logan
Goose Creek
Abandoned
Eagle Creek
Forresters Cem
Howlett
Camp Millard
Bonnie Lure Park
Logan
Mill
Feldheimer Ferry
Folsom Road
Currinsville
Duuss
Paradise Park
Clackamas River
Stormer
Viola
Union High Sch
Estacada
Douglass Ridge
Leewood Camp
Sandy
The Falls
Tracy
Garfield
Quarry
Gerber Road

P

RECEIVED
DEC 20 1966
FOR FILING

Const
R/W
Clackamas Co.

1218
1270

Salem, Oregon 97310
December 19, 1966

Portland Traction Company

Mr. F. D. Morgan
Construction Engineer
BUILDING

As you know, we want to acquire the right-of-way from the Portland Traction Railroad Company between Barton and Estacada. Mr. James Kuhn of the Legal Division has done certain research work in an attempt to ascertain what kind of title the Portland Traction Company has to this property. While he has not completely researched the matter yet, he advises me that he is almost certain that their title is a good one. Mr. Kuhn has copies of the deed and railroad maps showing the property involved.

Please immediately work up a description for this property and have an appraisal made of it. Before you begin negotiations with the Portland Traction Company for acquiring the property, check with me.

There is also a small part of this railroad right-of-way that is apparently owned by Portland General Electric. I would like descriptions written for it and also an appraisal made on it with the same guidelines to govern.

Not in the 100' R/w

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Victor D. Wolfe
James Kuhn
T. W. Litchfield

FORM 2-30 80M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 15, 1966

SUBJECT: Assignment No. FBK - 1218
Existing Right of Way
Barton-Estacada Section
Clackamas Highway-Clackamas County

1218

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

In your letter of December 8 you requested us to determine if the Portland Traction Company has fee title to all of the property formerly occupied by their railroad between Barton and Estacada. We have conducted some preliminary investigations on this subject, and have determined that the Traction Company owns all of the land from Barton to approximately 7th Street in Estacada. Portland General Electric Company owns approximately 4,000 feet of this right of way from 7th Street to Main Street.

It is our understanding that this matter has been referred to Mr. James Kuhn of the Legal Section for a complete title search, and he will advise you of the results of his investigation when it is completed.

With regard to our request to acquire this right of way from the Traction Company, I telephoned Mr. Phil Adams of the Traction Company on December 14 and he advised me that he had referred this matter to the parent companies, the Southern Pacific Company and the Union Pacific Railroad Company, and had not heard any further word in this regard. He will advise us as soon as he receives word from the parent companies.

F.D. Morgan
Construction Engineer

By W. Litchfield

T.W. Litchfield
Utilities Liaison Engineer

TWL:sg

cc: V.D. Wolfe

B|up 12/29

RECEIVED
DEC 16 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 9 - 1966
FOR FILING

Const
R/W
Clack. Sec

1218

Salem, Oregon 97310
December 8, 1966

Portland Traction

Mr. F. D. Morgan
Construction Engineer
BUILDING

Please ascertain whether or not the Portland Traction Railroad Company has fee title to the property formerly occupied by their railroad between Barton and Estacada.

Please also advise me of the status of our request to acquire this right-of-way.

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

cc: Victor D. Wolfe

RECEIVED
NOV 17 1966
FOR FILES
Const
R/W
Clackamas Co

November 16, 1966

Mr. Phil A. Adams
Superintendent
Portland Traction Company
1635 S. E. Water
Portland, Oregon

Dear Mr. Adams:

Re: Existing Railroad Right of Way
Barton-Estacada Section, Clackamas
Highway, Clackamas County

For a number of years, the Portland Traction Company has not operated trains over the railway between Boring and Estacada, and the portion of this right-of-way between Barton and Estacada follows the general route occupied by our existing Clackamas Highway.

It is the State's intention to reconstruct this portion of the highway, and it is apparent that the unused railroad grade would be an ideal location on which to reconstruct our highway.

The purpose of this letter is to inquire if the Portland Traction Company is willing to sell the entire right-of-way between Barton and Estacada, as shown on the attached map, to the State for this purpose. The State is willing to pay the railroad the fair market value for this land as determined by our usual appraisal methods.

Please advise if the Railroad is willing to convey this land to the State and we will then proceed with our appraisal, after which we will make you a firm offer for this property.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

NOTED
R. L. PORTER

bcc Forrest Cooper
R. L. Porter
F. D. Morgan
D. H. Moehring
T. W. Litchfield
L. W. Rulien
Richard Rumbolz

TWL:sg srb

Enc.

5-1114 Longview Interchange Section, 1971
of Columbia R. Hwy., W. of Rainier.
#7555 (Culvert replacement)

7555

January 31, 1973

General Insurance Co. of America
Portland Service Office
1300 S. W. First
Portland, Oregon 97201

Gentlemen:

A post-final payment for $35,325 will be made to G. D. Dennis & Sons, Inc., on Contract No. 7555 for culvert replacement on the Longview Interchange Section of the Columbia River Highway in Columbia County as soon as the warrant is prepared.

The total amount paid on this contract will be $86,413.06 including the post-final payment. Of the total, $4,419.31 is for force account.

Very truly yours,

C. W. Hood, Secretary
OREGON STATE HIGHWAY COMMISSION

hs

cc G. D. Dennis & Sons, Inc.
7335 S. E. Johnson Creek Boulevard
Portland, Oregon 97206

bc C. T. Kenney
Walt Hart
V. E. Skoog
Attn: W. L. Hammer
L. W. Rulien

RECEIVED
JAN 1[illegible] 1973

FOR FILING

7555

January 11, 1973

To Oregon State Highway Commission

From
F. B. Klaboe
State Highway Engineer

Subject Settlement of Contractor's Claim
Contract No. 7555

In May 1971, the State entered into a contract with G. D. Dennis and Sons, Inc., covering replacement of a culvert under the southerly approach to the Longview Bridge near Rainier in Columbia County. This is Contract No. 7555 in the amount of $51,993.75 and is a State project. The contract has only one lump sum bid item covering the complete culvert replacement consisting of a new 48-inch culvert and tunnel liner alongside an old culvert which needed replacement. A disagreement developed concerning the elevation at which the culvert would be installed. The elevation required was several feet lower than that indicated on the plans although the culvert replacement was at the same elevation as the old culvert which, in effect, only replaced the existing facility.

The culvert was not staked for installation until after the contract was awarded. The contractor alleges that his bid was based on information from the plans and assumed a drier and easier-to-construct location. The contract plans were prepared in a short time with a minimum of actual field location engineering; an inaccurate assumed elevation for a reference was apparently used. In performing the work, the contractor made slow progress and completed it 71 days late.

He subsequently made a claim for $62,388.18, alleged to be actual costs in excess of the contract payment for performing the work. The contractor also requested a complete time extension which would return liquidated damages in the amount of $5,325 for the late completion. The contractor presented his claim before the Highway Claims Review Board, and the Board requested an accounting audit of the contractor's costs. The audit is completed and substantiates that costs of over $50,000 in excess of the contract payment were incurred.

The Board sanctioned an adjustment in favor of the contractor and a compromise lump sum settlement has now been reached which amounts to $30,000 plus a 71-day time extension; this would delete all liquidated damages withheld in the amount of $5,325 and resolves all claims on the contract. Settlement on this basis has been recommended by our Claims Board and I recommend your approval.

This matter will be on the agenda for your consideration at the January 23 meeting.

JAB:fw ia

bc C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
C. T. Keasey
V. E. Skoog
L. W. Rulien
V. L. Gallagher
Gary Ross
Gary Sund

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART

LEO LEVENSON
OF COUNSEL

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S.W. ALDER STREET
PORTLAND, OREGON 97205

AREA CODE 503
223-1107

January 3, 1973

RECEIVED
JAN 8 1973
CONSTRUCTION SECTION
Bond
Walker
Johnson
Pearn
Glenn
Litchfield

Mr. John A. Bond
Construction Administration Engineer
Oregon State Highway Division
State of Oregon
Highway Building
Salem, Oregon 97310

Re: Contract No. 7555
Longview Interchange
G. D. Dennis & Sons, Contractor

Dear Mr. Bond:

I appreciate the promptness with which you sent the Price Agreement, settling the claims filed on this project.

Dale Dennis, President, has executed six copies as per your request, and they are enclosed herewith. The Price Agreements have been executed with the understanding that in due course G. D. Dennis & Sons, Inc. will receive the sum of $35,325.00 in payment of $30,000.00 lump sum settlement of claims and $5,325.00 remission of liquidated damages. It would be appreciated if the check would be sent directly to this office, made payable to G. D. Dennis & Sons, Inc.

Best wishes for a Happy New Year.

Yours very truly,

KOBIN & MEYER

Norman Kobin

Norman B. Kobin

Enclosures

cc: G. D. Dennis & Sons

RECEIVED
JAN 11 1973
FOR FILING

7555

1-8-73

SUMMARY OF 1972 CLAIM REVIEW BOARD ACTIVITIES

The Board met 13 times during the year and seven of these meetings were with contractors to hear claims presented in the total amount of $539,619. The largest of these concerned the Fremont Bridge Piers and this claim had been pending since 1970 meeting with the contractor.

The remaining six claims were all new presentations. At the end of the year, the Board had taken a position on all of them and has no unfinished business before it at the present time.

Three claims were denied in their entirety.

Settlements were secured on three claims. Total amounts specifically claimed on these three was $82,572. Compromise agreements were reached on these three claims totaling $45,407 or 55 percent of the amounts originally claimed. A list of the 1972 claims is attached.

Contractors chose to carry two of the claims from the year previous (1971) on into court actions. The Fountain Slide claim trial was held in 1972 and the State's position was upheld in that the court allowed the contractor nothing. The Wilsonville (Lord Bros.) claim has been filed in court with a trial expected some time in 1973.

Since its first meeting in October, 1967, the Claims Board has heard disputes involving 38 highway contracts.

John A. Bond, Secretary
Claims Review Board

JAB:fw
Attach.
cc: F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. I. Lindas
V. E. Skoog

RECEIVED
STATE HWY ENGR
JAN 8 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1972 CONTRACT CLAIMS
SUBMITTED TO CLAIMS REVIEW BOARD

Contract Number	Section	Claim Amount
7124	Fremont Bridge Piers (2nd presentation)	$242,922.69
	Denied. (carried over from 1970).	
7610	Eastside (Isthmus Slough) Bridge	Wanted a force account basis to finish plus $6,967.77 for added work.
	Settled for pro-rated steel tonnage correction = $7,530.66 + $6,967.77 as requested.	
7555	Longview Interchange Section	$ 62,388.18
	Compromise settlement for $30,000 plus time extension.	
7323	Sunset Highway-Beaverton	$143,087.00
	Denied	
7627	Nehalem Bay State Park	$ 13,216.00
	Settlement for $8,439 and terminate contract.	
7366	McAlister Lane U'Xing	$ 40,281.68
	Paid $429.83 on one part; denied rest.	
7577	Siletz River (Kernville) Bridge	$ 30,756.08
	Denied.	

JAB:fw
January 8, 1973

RECEIVED
[illegible] 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7555

January 2, 1973

Mr. Norman R. Kobin
Kobin & Meyer
Attorneys at Law
Suite 800
610 S. W. Alder Street
Portland, Oregon 97205

NOTED
A. E. JOHNSON

RE: Contract No. 7555
Longview Interchange
G. D. Dennis & Sons, Contractor

Dear Mr. Kobin:

In accordance with your December 26 letter to Mr. Lindas, we submit herewith a price agreement which would authorize the $30,000 lump sum settlement of all claims on this project.

You will note a provision in the price agreement also requires a 71 calendar workday time extension. The time extension approval and the claim settlement approval will go to our Highway Commission separately.

If you could get the price agreement executed and back to me by around January 10, we would try to get it before the Commission at their next meeting.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc: F. B. Klaboe
A. E. Johnson
L. I. Lindas
L. W. Rulien

RECEIVED
JAN 2 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S.W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER

LEO LEVENSON
OF COUNSEL

AREA CODE 503
223-1107

December 26, 1972

12/27/72
[illegible]

Mr. Leonard Lindas,
Oregon State Highway Department
Oregon State Highway Department Building
Salem, Oregon

Re: Contract No. 7555, Longview Interchange
G. D. Dennis & Sons, Contractor

Dear Mr. Lindas:

This will confirm our telephone conversation of December 20, 1972.

I understand that the Commission will compromise and settle this claim by the payment of $30,000.00 for additional work, plus remission of liquidated damages of $5,325.00. You will recall that I submitted data which apparently was verified by your accountants which would support added costs of $55,490.00, substantially all of which is labor.

Despite the foregoing, I will recommend my clients accept this offer in the spirit of compromise.

Would you please proceed with submitting the documents necessary to effect this settlement.

Very truly yours,

KOBIN & MEYER

Norm DS

Norman B. Kobin

RECEIVED
DEC 28 1972
CONSTRUCTION
SECTION

Kouling
Yeasey
Bond
Walker
Johnson
Glenn
Litchfield
Ber

RECEIVED
AUG 29 1972
FOR FILING
FORM 5-30 (REV. 10-66)

7555

RECEIVED
STATE HWY ENGR
AUG 28 '72
REFER TO
FOR
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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 1972

SUBJECT: Audit Report - Contractor's Claim
G. D. Dennis & Sons, Inc.
Contract No. 7555
Paul Barnhart, Resident Engineer

To: V. E. Skoog
Controller

OFFICE

NOTED
TOM EDWARDS

From: Paul Hatcher
Paul Hatcher
Billing and Audit Supervisor

RECEIVED
AUG 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Definition Statement

A contract was awarded to G. D. Dennis & Sons, Inc. May 4, 1971, for replacement of a culvert on the Longview Interchange Section of the Columbia River Highway in Columbia County.

The contractor bid the project on a lump sum basis in the amount of $51,993.75. During the course of the project, an extra work order was issued to the contractor for providing a water pump to remove water from the work area. The contractor was paid an addional $4,419.31 for this work.

The contract allowed the contractor 120 calendar days to complete the project. The contractor used 191 days and was assessed liquidated damages in the amount of $5,325.

During the early stages of construction it was discovered that the flowline elevations shown on the construction plans were in error. The plans indicated flowline elevations of 6.9 inlet and 4.9 outlet. The culvert was installed on a flat grade at elevation 0.0.

The contractor presented a claim for additional compensation in the amount of $62,388.18 plus deletion of the $5,325 liquidated damages assessed. He bases his claim on increased difficulty in tunneling due to the poorer characteristics of the soil at the lower elevation.

At your request, an audit was conducted by Mr. Al Ward and myself of the contractor's cost records to verify his direct cost for performance of the above-described work.

~~AE~~
~~Discuss~~

RECEIVED
AUG 17 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

GP*82475-794

Mr. G. D. Dennis was contacted by phone August 3, 1972, to schedule an appointment for review of their cost records. He arranged for us to meet with his officeman, Mr. William Karkau, on Friday morning, August 4, 1972, in their office at 7355 S. E. Johnson Creek Boulevard, Portland.

Analysis

Interviews were held with Mr. William Karkau and Mr. William Deppenmeier, employees of the contractor. The opinion expressed during these interviews was that due to the grade change of the culvert the lump sum bid was no longer in effect; and that the project was to be completed on a cost plus basis. As a result, the contractor prepared his claim on Oregon State Highway Division's force account statement, form E-385, which provides for this method of payment.

A complete review of the Resident Engineer's diaries, field notes, correspondence, et cetera, was made. Reports in the diaries indicated that on numerous occasions the contractor used equipment incapable of performing the required work satisfactorily. Results were considerable amount of money in man hours, equipment, and materials was wasted.

The claim was checked for mathematical correctness. An error was discovered in the percentage rate applied to payroll for taxes and insurance. This increased the contractor's claim by $2,532.77.

A complete audit of the payroll and equipment rental records was necessary due to the numerous errors encountered. Deductions were made for duplicate charges.

Xerox copies of invoices for all materials and services claimed were provided by the contractor. They included such items as small tools, a water pump, hip boots, et cetera. As these items were not incorporated into the project, they were deducted from the claim.

A credit was not given to the project for gasoline road tax on fuel used in non-Highway equipment. The tax was deducted from the claim.

The foreman on the project, Don Winters, received $475 plus free gasoline in rent for his personal pickup. In addition, he received $9/day travel allowance. The claim included all of these costs, however, the accounting records indicated that the pickup rent was charged to the company's overhead account. The claim was reduced by the entire amount of the rent paid plus an estimate by Paul Barnhart of the gasoline used.

The above findings were discussed with Mr. Karkau, and he agreed that the cost involved should not have been included in the claim.

An invoice for $952 for equipment rented from William Deppenmeier was claimed. Evidences to support usage of the equipment was not provided. The invoice had not been paid and Mr. Karkau said it would not be paid until it was determined whether or not the State would reimburse them for it. The total amount of the invoice was deducted from the claim.

To support deletion of all liquidated damages charged to the project, it was stated that the supplier of the culvert delayed start of the project from May 24, 1971, to July 7, 1971. Investigations confirmed that the culvert materials were delivered to the project site July 7, 1971. Additional support furnished was that the poorer characteristics of the soil at the lower elevation hampered tunneling operations.

The following is a summary of the contractor's claim and the audit adjustments made:

Item	Claimed	Allowed	Difference
Labor	$ 43,619.39	$ 43,102.13	($ 517.26)
Taxes & Insurance	7,079.42	9,508.33	2,428.91
Fringe Benefits	8,475.16	6,339.25	(2,135.91)
Equipment Rental	1,124.05	906.55	(217.50)
Materials & Services	27,631.86	24,790.87	(2,840.99)
Transportation	7,758.50	7,549.43	(209.07)
Sub-total	$ 95,688.38	$ 92,196.56	($3,491.82)
Liquidated Damages	5,325.00	5,325.00*	-
Contractors Percentage Allowance	18,693.55	16,773.12*	(1,920.43)
Extra Work Order	4,419.31	4,419.31	-
Totals	$124,126.24	$118,713.99	($5,412.25)
Less:			
Original Lump Sum Bid	($ 51,993.75)	($ 51,993.75)	$ -
Approved Extra Work Order	(4,419.31)	(4,419.31)	-
Balance = Claim Totals	$ 67,713.18	$ 62,300.93	($5,412.25)

*After audit adjustments were deleted, these items were recomputed on the same basis as the claim was presented. No attempt was made to justify these amounts.

Detailed audit findings to support the above summary are maintained in the audit file.

Conclusions

Contractor incurred direct cost allocable to this project in the amount of $92,196.56, which is $40,202.81 in excess of his lump sum bid. The additional amounts for contractor's percentage allowance in the adjustment amount of $16,733.12 and release of $5,325 in liquidated damages are not items that can be verified by audit. To be considered, however, are the entries in the Resident Engineer's diaries stating that the project cost was increased due to equipment used by the contractor being incapable of performing the work efficiently.

APPROVED
V. E. Skoog

PLH:bg

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JUL 28 1972
FOR FILING

S

STATE OF OREGON 1859

OREGON STATE
HIGHWAY DIVISION

7555

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

July 26, 1972

G. D. Dennis & Sons, Inc.
7355 S. E. Johnson Creek Blvd.
Portland, Oregon 97206

ATTENTION: Mr. Mike Dennis

RE: Longview Interchange
Contract No. 7555

Gentlemen:

In reviewing the claim material which was presented to the Claims Review Board in your presence July 20, the Board has requested the benefit of an audit of your claim amount. I understand that Mr. Skoog, the Highway Controller, has already contacted you concerning arrangements for such an audit and that it has been scheduled for next week.

When the results of this audit are available to the Board, they will promptly consider it after which you will be advised further concerning your claim.

Very truly yours,

NOTED
F. B. KLABOE

John A. Bond, Secretary
Claims Review Board

JAB:fw

bcc: F. B. Klaboe
L. W. Rulien

RECEIVED
JUL 27 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

RECEIVED
APR 12 1972
FOR FILING

7555

April 11, 1972

General Insurance Co. of America
Portland Service Office
1500 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

On April 6, 1972, we wrote to you concerning release of final payment on Contract No. 7555 awarded to G. D. Dennis and Sons, Inc., for culvert replacement on the Longview Interchange Section of the Columbia River Highway in Columbia County.

Final payment on this contract is $300 and the total contract amount is $51,088.06, including $4,419.31 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc G. D. Dennis & Sons, Inc.
7355 S. E. Johnson Creek Blvd.
Portland, Oregon 97206

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Kerr
L. W. Balien

RECEIVED
APR 6 - 1972
FOR FILING

7555

DATE April 5, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7555 Work Completed February 29, 1972

Project Longview Interchange

Highway Columbia River County Columbia

Type of Work Culvert Replacement

Contractor G. D. Dennis & Sons, Inc.

Recommended acceptance date April 6, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on May 16, 1972 for your formal concurrence.

VG:

cc: Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Kassey
W. J. Hart

7555

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Longview Interchange

WEEK ENDING: March 3, 1972

SECTION PREFIX: 5-1116

HIGHWAY: Columbia River

COUNTY: Columbia

NAME OF JOB: Longview Interchange

KIND OF WORK: Culvert Replacement

CONTRACTOR: G.D. Dennis & Sons, Inc.

CONTRACT NUMBER: 7555

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 4, 1971

DATE WORK STARTED: July 7, 1971

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 120

CALENDAR DAYS USED: 191

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 160

PROJECT AUTHORIZATION: 64,112.84

EXCLUSIVE OF ENGINEERING: $ 58,513.46

ENGINEERING AUTHORIZATION: $ 5,599.38

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 51,088.06

ENGINEERING COST TO DATE: $ 4,925.73

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 87

ESTIMATED PERCENT: xxxxxx UNDERRUN 12 %

PERCENT OF AUTHORIZATION: 88 %

DATE PROJECT WAS COMPLETED: February 29, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	48" Culvert	Tunnel Liner	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	64 ft.	306 ft.			
TOTAL QUANTITIES CORRECTED TO DATE	64 ft.	306 ft.			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	64 ft.	306 ft.			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 27	Rain			
MONDA 28	Rain			
TUESDAY 29	Rain			
WEDNESDAY 1	Rain	0		
THURSDAY 2	Rain	0		
FRIDAY 3	Rain	0		
SATURDAY 26 &	Rain	0		

Routing
Keasey
Bond
Welker
Johnson
RECEIVED
MAR 6 1972
CONSTRUCTION SECTION
BEN GIFFORD
Pease
Glenn
Litchfield
Berg

RECEIVED
JUN 9 1971

5-1114

7555

June 9, 1971

G. D. Dennis and Sons, Inc.
7355 S. E. Johnson Creek Blvd.
Portland, Oregon 97206

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7555 for work on the Longview Interchange Section of the Columbia River Highway in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
1500 S.W. 1st
Portland, Oregon 97201

Frank Morgan
Ivan Merchant
L. W. Rulien
Don Adams

RECEIVED
MAY 12 1971
FOR FILING

5-1114
7555

May 12, 1971

G. D. Dennis & Sons, Inc.
7355 S. E. Johnson Creek Boulevard
Portland, Oregon 97206

Gentlemen:

Enclosed are three copies of Contract No. 7555 for $51,993.75 awarded to you by the State Highway Commission on May 4, 1971, for culvert replacement on the Longview Interchange Section of the Columbia River Highway in Columbia County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 24, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
L. W. Rulien
Don Adams

7555

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Longview Interchange

WEEK ENDING: March 3, 1972

SECTION PREFIX: 5-1114

HIGHWAY: Columbia River

COUNTY: Columbia

NAME OF JOB: Longview Interchange

KIND OF WORK: Culvert Replacement

CONTRACTOR: G.D. Dennis & Sons, Inc.

CONTRACT NUMBER: 7555

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 4, 1971

DATE WORK STARTED: July 7, 1971

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 120

CALENDAR DAYS USED: 191

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 160

PROJECT AUTHORIZATION: 64,112.84

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 58,513.46

ENGINEERING AUTHORIZATION: $ 5,599.38

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 51,088.06

ENGINEERING COST TO DATE: $ 4,925.73

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 87

ESTIMATED PERCENT: XXXXXX UNDERRUN 12 %

PERCENT OF AUTHORIZATION: 88 %

DATE PROJECT WAS COMPLETED: February 29, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	48" Culvert	Tunnel Liner	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	64 ft.	306 ft.			
TOTAL QUANTITIES CORRECTED TO DATE	64 ft.	306 ft.			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	64 ft.	306 ft.			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 27	Rain			
MONDAY 28	Rain			
TUESDAY 29	Rain			
WEDNESDAY 1	Rain	0		
THURSDAY 2	Rain	0		
FRIDAY 3	Rain	0		
SATURDAY 26 &	Rain	0		

RECEIVED
MAR 6 1972
CONSTRUCTION SECTION
BEN GIFFORD
Routing
Kessey
Bond
Walker
Johnson
Pease
Glenn
Litchfield
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 27	No Activity.
MONDAY 28	Contractor had no activity all week.
TUESDAY 29	
WEDNESDAY 1	
THURSDAY 2	
FRIDAY 3	
SATURDAY 26	No Activity

REMARKS

The Second Notification was submitted indicating completion of work on February 29, 1972. Final cleanup and restoration work to be performed by State Forces during the summer months.

SIGNED Paul R Barnhart
Paul R. Barnhart, Resident Engineer
LOCATION Portland Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
MAR 23 1971
FOR FILING

5-1114
7555

March 23, 1971

Oregon State Highway Commission

Gentlemen:

A culvert in the approach fill of the Longview Bridge has partially failed. This is a 48-inch pipe, 348 feet long, and it will cost approximately $80,000 to replace.

This work should be accomplished during the coming construction season, and I recommend that it be added to the current State Construction Program.

This matter will be on the agenda for the March 30 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
R. N. Bothman
L. H. Young
V. E. Skoog
L. W. Rulien

305-1710 Clatskanie (Nehalem St.) Sec., '71
(Grading and paving)
#7556

CKA 4155 - 2-12-71

Date December 9, 1971

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1971

Contract # 7556 Prefix 305-1710 Survey Prefix 305-1402

Street Nehalem

City Clatskanie

	Payments to Contractor (see attached voucher)	$ 27,061.11
14.1%	Engineering and Contingencies	3,818.37
7.9%	Survey: Total $ 2,438.73 Prorated Share	464.34
	TOTAL	$ 31,343.82
	Agreed State Share	25,000.00
	Agreed City Share	6,343.82
	City Advance Deposit	6,780.00
	REFUND TO CITY.....	$ 436.18

Reference: Outside Billing cc-1286

Const. cost over $25,000 = $\$2,438.73 \times \frac{5,879.48}{30,879.48} = \$464.34$

CHN:mm

RU

ON STATE HIGHWAY DIVISION

NTRACT PAYMENT VOUCHER

(REV. 6-63)

COUNTY CULUMBIA

CONTRACT NO. 7556

ESTIMATE NO 3 F

HIGHWAY CITY STREET

FEDERAL AID PROJECT NO.

SECTION CLATSKANIE /NEHALEM ST/

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DA
9N GENERAL EXCAVATION	LUMP SUM	4080.0000	100.
9N 1IN-0 AGGREGATE BASE 12-1/2IN THICK	SQ YDS	2.8800	2,574.
9N CLASS B ASPHALT CONCRETE 3-1/2IN THICK	SQ YDS	2.3400	2,550.
9N 12-INCH SEWER PIPE	LIN FT	8.2500	570.
9N CONCRETE INLETS TYPE G-1	ONLY	209.0000	6.
9N CONCRETE DRIVEWAYS	SQ YDS	7.7000	105.
9N CONCRETE CURBS	LIN FT	3.0300	900.
PRICE AGREEMENT ITEMS			
9N RECONN HOUSE DRAINS	LUMP SUM	99.0000	100.

09 17 71 PG. 01 7556

OUCHER NO. 6831

AW/js CN

OR AUDITOR Paul Barnhart

TOTAL CONTRACT ITEM

% RETAINED ON CONTRACT ITEM

FORCE ACCOUN

TOTAL PAYMEN

CONTRACT NO.	ESTIMATE NO. F	PREFIX NO'S.
7556	3 Final	305 1710 204(41)

FEDERAL AID PROJECT NO.

1,317.76 Dr.

UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
4080.0000	100.000	4080.00	4080.00	
2.8800	2,574.170	7413.61	7413.61	
2.3400	2,550.350	5967.82	5967.82	
8.2500	570.000	4702.50	4702.50	
209.0000	6.000	1254.00	1254.00	
7.7000	105.970	815.97	815.97	
3.0300	900.400	2728.21	2728.21	
99.0000	100.000	99.00	99.00	

71

TOTAL CONTRACT ITEMS	27061.11	27061.11	
% RETAINED ON CONTRACT ITEMS		1,317.76	1,317.76
FORCE ACCOUNT			
TOTAL PAYMENTS	27,061.11	25,743.35	1,317.76

RECEIVED
SEP 28 1971
FOR FILING

305-1710
7556

September 23, 1971

Reliance Insurance Company
Portland Office
630 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

On September 15, 1971, we wrote to you concerning release of final payment on Contract No. 7556 awarded to Goodat Crushed Rock for work on Nehalem Street in the City of Clatskanie in Columbia County.

Final payment on this contract is $1,317.16 and the total contract amount is $27,061.11. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Goodat Crushed Rock
P. O. Box 488
Longview, Washington 98632

bc L. W. Bulien
Frank Morgan
Ivan Merchant
V. E. Shoog
Attn: John Herr

OREGON STATE HIGHWAY DEPARTMENT 09/17/71 **PROGRESS ESTIMATE**

SECTION CLATSKANIE /NEHALEM T/

HIGHWAY CITY STREET

TYPE WORK GRADING AND PAVING

COUNTY LUMBIA

SPECIFIED COMPLETION A) 60 CWD B) C)

CONTRACTOR GOODAT CRUSHED ROCK
LONGVIEW WASHINGTON 98632

AWARDED 05

EXTENSION

9-17-71

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
001	GENERAL EXCAVATION	LUMP SUM	40800000	100000	408000	100000	408000
002	1IN-0 AGGREGATE BASE 12-1/2IN THICK	SQ YDS	28800	2300000	662400	2574170	741361
003	CLASS B ASPHALT CONCRETE 3-1/2IN THICK	SQ YDS	23400	2270000	531180	2550350	596782
004	12-INCH SEWER PIPE	LIN FT	82500	630000	519750	570000	470250
005	CONCRETE INLETS TYPE G-1	ONLY	2090000	7000	146300	6000	125400
006	CONCRETE DRIVEWAYS	SQ YDS	77000	100000	77000	105970	81597
007	CONCRETE CURBS	LIN FT	30300	960000	290880	900480	272821
	TOTALS FOR ORIG. CONTRACT				2635510		2696211
	PRICE AGREEMENTS						
30101	RECONN HOUSE DRAINS	LUMP SUM	990000			100000	9900
	FORCE ACCOUNTS						
801	FLAGGING 94001						

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01

FORM E-498 (REV. 5-69)

AWARDED 05 07 71 F.A.P.

CONTRACT NO. 7556

WORK DONE TO:

) 60 CHD

EXTENSION

B)

APPROVED

PREFIX 305 1710

A) 59 CHD

ESTIMATED DATE OF COMPLETION:

C)

T CRUSHED ROCK

IEW WASHINGTON 98632

USED B)

C)

ESTIMATE NO. 003

FINAL

ON	CORRECTED ESTIMATE		PERFORMED TO DATE 07/23/71		TO COMPLETE 07/23/71		GROUP P or N	NEW TOTAL TO DATE	
T	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
0	100000	408000	100000	408000			9N		
0	2574170	741361	2574170	741361			9N		
80	2550380	596782	2550350	596782			9N		
50	570080	470250	570000	470250			9N		
300	6000	125400	6000	125400			9N		
000	105970	81597	105970	81597			9N		
80	900480	272821	900400	272821			9N		
510		2696211		2696211					
	100000	9900	100000	9900			9N		
							9N		

OREGON STATE HIGHWAY DEPARTMENT 09/17/71 PROGRESS ESTIMA

SECTION CLATSKANIE /NEHALEM [illegible] /

HIGHWAY CITY STREET

TYPE WORK GRADING AND PAVING

COUNTY [illegible]UMBIA

SPECIFIED COMPLETION A) 60 CWD
B)
C)

AWARDED C

EXTENSION

CONTRACTOR GOODAT CRUSHED ROCK
LONGVIEW WASHINGTON 98632

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
802	ADJ MANHOLE 94002						
	* TOTAL PAY COSTS				2635510		2706111
	ADD. ANTICIP. ITEMS						
94001	FLAGGING EW 1				75000		
94002	ADJ MANHOLE EW 2				10000		
94003	SS-1 ASPHALT IN WATERING				20000		
98999	CONTINGENCIES				123322		
99999	ENGINEERING				274051		38368
	GRAND TOTALS				3137883		30900

----- RESIDENT ENGINEER -- DATE

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02

FORM E-498 (REV. 5-69)

60 CWD

AWARDED 05 07 71 F.A.P.

CONTRACT NO. 7556

WORK DONE TO:

EXTENSION

APPROVED

PREFIX 305 1710

A) 59 CWD

ESTIMATED DATE OF COMPLETION:

CRUSHED ROCK

USED B)

ESTIMATE NO. 003

W WASHINGTON 98632

C)

FINAL

	CORRECTED ESTIMATE		PERFORMED TO DATE 07/23/71		TO COMPLETE 07/23/71		GROUP P or N	NEW TOTAL TO DATE	
	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
							9N		
		2706111		2706111					
							9N		
							9N		
							9N		
1		383889		370565		13324			
83		3090000		3076676		13324			

DATE

DIVISION ENGINEER

RECEIVED
SEP 15 1971
FOR FILING

305-1710

7556

September 14, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed July 23, 1971 on Contract No. 7556. The contract was with Goodat Crushed Rock and was for grading and paving on the Clatskanie (Nehalem Street) Section in Columbia County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 14, 1971 and that you concur in this procedure at the Commission meeting on October 19, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
L. W. Rullen

VG:fw

305-1710
7556

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Clatskanie (Nehalem St.)

WEEK ENDING: July 30, 1971

SECTION PREFIX: 305-1710

HIGHWAY: City Street

COUNTY: Columbia

NAME OF JOB: Clatskanie (Nehalem St)

KIND OF WORK: Grading and paving

CONTRACTOR: Goodat Crushed Rock

CONTRACT NUMBER: 7556

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 7, 1971

DATE WORK STARTED: June 7, 1971

ESTIMATED COMPLETION DATE: July 23, 1971

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1

SPECIFIED WORK DAYS: 60

WORK DAYS USED: 59

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 98

PROJECT AUTHORIZATION: $31,378.83

EXCLUSIVE OF ENGINEERING: $28,638.32

ENGINEERING AUTHORIZATION: $2,740.51

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $27,061.11

ENGINEERING COST TO DATE: $3,137.64

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 86

ESTIMATED PERCENT: UNDERRUN 6 %

PERCENT OF AUTHORIZATION: 114 %

DATE PROJECT WAS COMPLETED: July 23, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.11	0.11			
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.11	0.11			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1270	2,300			
TOTAL QUANTITIES CORRECTED TO DATE	1822	2,550.35			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1822	2,550.35			
AVERAGE DAILY QUANTITIES	31	43			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY	Fair			

Routing
Morgan MJ
Ducker
Bond
Walker
Boehme
Johnsen
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
AUG 2 1971
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	Contractor finished their cleanup. Office working on semi-final estimate.
TUESDAY	Office working on semi-final.
WEDNESDAY	Office working on semi-final.
THURSDAY	Office workimg on semi-final.
FRIDAY	Office working on semi-final.
SATURDAY	No Activity.

REMARKS

Contractor finished his cleaup for the job on Monday. The job was completed on July 23, 1971. The office personnel have been working on the semi-final estimate all week.

SIGNED Paul R Barnhart LOCATION Portland
Paul R. Barnhart, Resident Engineer.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

SCA

CITY OF CLATSKANIE, OREGON
CLATSKANIE, OREGON

June 2, 1971

State Highway Division
County and City Section
405 State Highway Bldg.
Salem, Oregon 97310

Attn: Oscar H. Norberg ✓
Field Engineer

Gentlemen:

With regard the project on Nahelam Street in Clatskanie, we request a change for the driveway entrance on the east side of Nehalem Street between 2nd and 3rd Streets.

This is now designated as Station 10 plus 98. The 12-foot driveway should be moved north to locate at Station 10 plus 86½.

We also find that the survey of intersection with 2nd, 3rd and 4th Streets does not show the full right-of-way--only from curb to curb as they are now located. This is a 50-foot right-of-way.

We request that these changes be made promptly and before the contractor starts to work.

Very truly yours,

CITY OF CLATSKANIE

By
R. J. Pascoe
Recorder

RECEIVED
COUNTY & CITY SECTION
JUN [illegible] - 1971
☑ ENGR. ☑ COOR. ☐ [illegible] ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

To L.W. Rulien for info

RECEIVED
MAY 28 1971
FOR FILING

305-1710
7556

May 26, 1971

Goodat Crushed Rock
P. O. Box 488
Longview, Washington 98632

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7556 for work
on Nehalem Street in the
City of Clatskanie in
Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

El
Enclosure

cc Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon 97204

bc F. D. Morgan
I. D. Merchant
L. W. Julien
Paul Bernhart

RECEIVED
MAY 14 1971
FOR FILING

305-1710
7556

May 14, 1971

Goodat Crushed Rock
P. O. Box 488
Longview, Washington 98632

Gentlemen:

Enclosed are three copies of Contract No. 7556 for $26,355.10 awarded to you by the State Highway Commission on May 7, 1971, for work on the Clatskanie (Nehalem Street) Section in the City of Clatskanie in Columbia County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 26, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
Enclosures

bc F. D. Morgan
I. D. Merchant
L. W. Rulifson
Paul Barnhart

✓ MGR. ☑ COOR. ☐ GE ☐ AE ☒ UE
✓ [illegible] ☐ CE ☐ RE ☐ RPE ☐

May 7, 1971

Mr. R. J. Pascoe
City Recorder
City Hall
Clatskanie, Oregon 97016

Dear Mr. Pascoe:

This is to acknowledge receipt of the City's checks in the amount of $6,780 as payment on the Special City Allotment project on Nehalem Street in Clatskanie. This project is now clear for award of contract.

Your cooperation in this matter is appreciated, and if there are any questions please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:ljt

bc: L. H. Young
F. D. Morgan
V. E. Skoog, Attn. John Herr,

Check No. 6924 and 2603

Rec'd. by

Date 5/7/71

CITY OF CLATSKANIE, OREGON
CLATSKANIE, OREGON

April 6, 1971

Oregon State Highway Division
County & City Engineer
Salem, Oregon

Attn: O. H. Norberg
Cities Engineer

Gentlemen:

In accordance with your letter dated April 29, 1971, enclosed herewith are checks totalling $6,780.00.

Very truly yours,

CITY OF CLATSKANIE

By R. J. Pascoe
R. J. Pascoe
Recorder

RECEIVED
COUNTY & CITY SECTION
MAY 7 1971
☑ ENGR. ☑ COUR. ☐ UE ☐ AE ☐ UE
☐ UPE ☑ CE ☑ RE ☐ RPE ☐

RECEIVED
MAY 10 1971
FOR FILING
305-1710
7556

May 7, 1971

Goodat Crushed Rock
P. O. Box 488
Longview, Washington 98632

Gentlemen:

The State Highway Commission on May 4, 1971, accepted your proposal on the Clatskanie (Nehalem Street) Section in the City of Clatskanie in Columbia County for the sum of $26,355.10 and referred it to the State Highway Engineer with authority to award the contract as soon as the City of Clatskanie approved the project and deposited $6,780.

These conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7556.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

hl

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
L. W. Rulien
Paul Barnhart
William Geibel (SAIF)

☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☒ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

April 29, 1971

Mr. R. J. Pascoe
City Recorder
City Hall
Clatskanie, Oregon 97016

Dear Mr. Pascoe:

On April 29, 1971, the State Highway Commission opened bids on the 1971 Special City Allotment project on Nehalem Street in Clatskanie. The apparent low bid was submitted by Goodat Crushed Rock Company in Longview.

The anticipated cost based on the low bid is as follows:

Contractor's bid	$26,355.10
Anticipated Additional Items:	
Flagging (State share)	750.00
Adjust Manhole	100.00
SS-1 Asphalt in Watering	200.00
	$27,405.10
Engineering & Contingencies 14½%	3,973.74
	$31,378.84
City Share of Prelim. Engring (approx.)	400.00
	$31,778.84

As the contract cannot be awarded until the City has deposited its estimated share of cost, please forward, at your earliest convenience, a check to this office in the amount of $6,780, made payable to the State Highway Commission.

The above $6,780 includes the cost of concrete driveways ($770) and concrete curbs ($2,908.80) as bid by the contractor.

Very truly yours,

H. S. Cox
County and City Engineer

By Oscar H. Norberg

O. H. Norberg
Cities Engineer

A copy of the contractor's
bid prices was sent to City

[redacted]

ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
UPE ☑ CE ☐ RE ☐ RPE ☐

April 6, 1971

Mr. R. J. Pascoe
Recorder
City Hall
Clatskanie, Oregon 97016

Dear Mr. Pascoe:

This is to remind the City that there may be utilities in conflict with the construction of the Nehalem Street SCA project. There may be poles or underground facilities, that may require moving.

The project is presently scheduled for an April 29, 1971 bid opening, and if a contract is awarded soon thereafter, the contractor may want to get an early start grading. Neither the City nor the State will know ahead of time what the outcome of the bid opening will be, but the City should forewarn the telephone company or other utility companies of the pending improvement and should themselves be checking to determine what water services should be lowered or other facilities adjusted.

Enclosed are a couple of prints of the plans for your use. If the City needs any assistance to determine the location of the curb line or needs additional information regarding ~~grading~~ grades, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:ljt

Encl.

I Phoned L.W. Rulien re: Moving utilities (esp telco) (4-12-71)

RECEIVED
COUNTY & CITY SECTION
☑ ENGR. ☑ [illegible] ☐ CE ☐ AE ☑ [illegible]
✓ PE ☐ SE ☐ RE ☐ ME ☐

March 12, 1971

Mr. R. J. Pascoe
City Recorder
City Hall
Clatskanie, Oregon 97016

Clatskanie (Nehalem Street) Section

Dear Mr. Pascoe:

Our preliminary estimate of the construction cost of the Nehalem Street SCA project is now $30,000 which includes the cost of concrete curbs and the drainage system. This would be $5,000 above the State share.

The job was shortened to the north side of the 4th Street intersection to reduce the total cost. This is the best place to end the short job to avoid a taper problem.

At this time, the contract is scheduled for an April 29, 1971 bid opening. The plans and specifications are being prepared to try to meet that date.

A copy of our preliminary estimate is attached for your perusal. Please advise us if the City wishes any changes made in our course of action.

If there are any questions, please feel free to ask.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:mm
Att.

Clatskanie (Nehalem St.) Sec.

Item	Unit	Quant	Unit Price	Amount
General Excavation	All	All		3,845—
1"-0 Aggregate Base	Sq. Yd.	2300	3.10	7,130—
Class "B" Asphalt Concrete	Sq. Yd	2270	2.40	5,448—
8-inch Sewer Pipe	Lin Ft.	90	5.85	526^{50}
12-inch Sewer Pipe	Lin. Ft	530	6.50	3,445—
Concrete Inlets, Type G-1	One	7	190—	1,330—
Concrete Driveways	Sq. Yd.	100	7.50	750—
Concrete Curbs	Lin Ft.	960	2.50	2,400—
				24,874^{50}

Section Clatskanie (Nehalem St.) Sec

Highway City street

County Columbia

Kind of Work grading & paving

Project Allotment $

Project Length 0.09 mile

Completion Time

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 24,874^50
Anticipated Additional Items:		
Flagging (State Share)	$ 750	
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Temporary Erosion Control		
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		
Install Water Meter		
Furnish Water		
Laboratory Fees		
Adjust Mail Boxes	100	
Adjust Utilities	$ 200	
Adjust Manhole		
SS-1 asphalt in watering		
		1,050
		$ 25,924^50
Engr. & Cont. (.145%)		3,759^05
	TOTAL	$ 29,683^55
Credit for		$
Estimated Net Authorization, Construction		

16 1971

305-1110
7556

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Page 1

Section: Nehalem Street
Highway: City of Clatskanie
County: Columbia
Prefix: 305-1402

Res. Engr. Paul R. Barnhart
Approx. Length 0.09 Mile
Sta. 2nd St. S.E. to Sta. 4th St. S.E.
Date 2-26-71

Mean Truck A.D.T. 100
Traffic Coefficient 6.9
18 kip s. a. per day 14.8

Annual Precipitation 56"±
Frost Penetration - - -
CBE Total Requirement 22.5"

(1)
Typical Soil

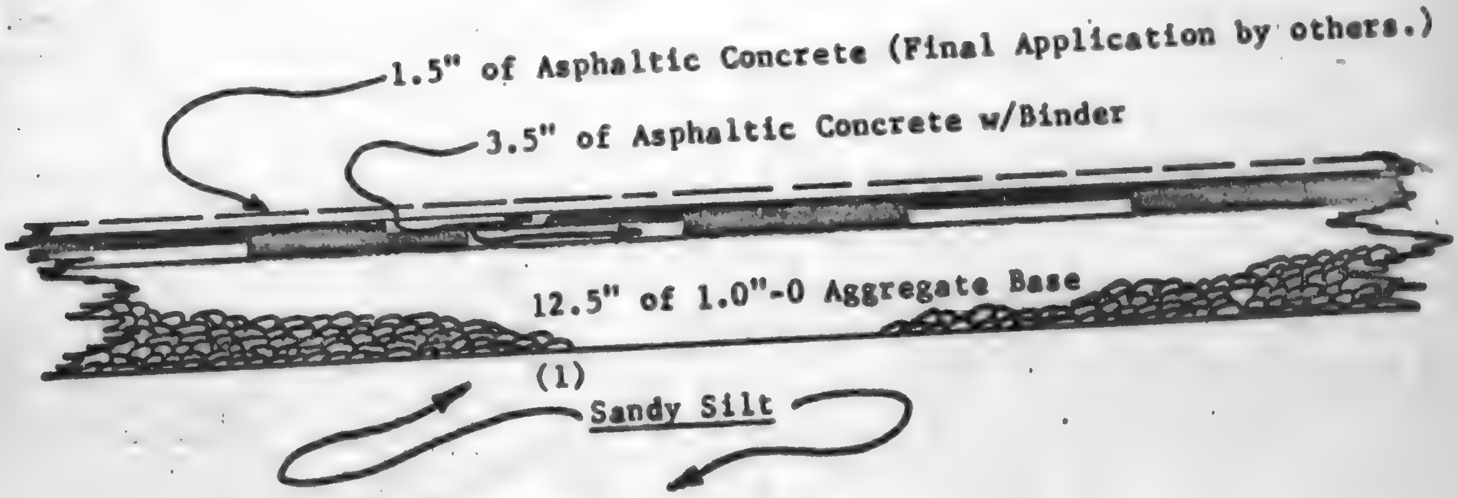
29	LL
6	PI
93	%P 10
69	%P 200
7	% Gravel
6	% C Sand
19	% F Sand
54	% Silt
14	% Clay
8	R Value
A-4	AASHO Classif.

Materials Source:

Commercial Sources are available.

Credit	*Actual Thick.*	*Component*
3.0	1.5	A.C. (F.A.)
7.0	3.5	A.C. (I)
12.5	12.5	1.0"-0 Aggregate Base
22.5	17.5	

STRUCTURAL SECTION


1.5" of Asphaltic Concrete (Final Application by others.)
3.5" of Asphaltic Concrete w/Binder
12.5" of 1.0"-0 Aggregate Base
(1)
Sandy Silt

See Page 2 for remarks.

NOTED
F. B. KLABOE

XXXXX.
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

Submitted by ______ Base Design Engineer

Recommended by ______ Engineer of Materials and Research

Recommended by W. H. ______ Program and Planning Engineer

Approved by ______ Klaboe Asst. State Highway Engineer

SECTION: Nehalem Street
HIGHWAY: City of Clatskanie
COUNTY: Columbia

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B. or C.T.B.	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness
			N O N E				

Remarks:

1.0"-0 Aggregate Base has been recommended as the purchasing and placing of a one-size course is more economical. The strength equivalency of 1.0" base is equal to 0.75" or 1.5" material.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphaltic Concrete = 2.0 " Crushed Base
1.0" Plant Mix Bituminous Base = 1.8 " Crushed Base
1.0" Cement Treated Base = 1.8 " Crushed Base
1.0" Oil Mat = 1.1 " Crushed Base
1.0" Stone Subbase ~~(Per Standard Specifications plus Supplementals)~~ = 0.8 " Crushed Base
1.0" Lime Treated Subgrade = 0.8 " Crushed Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Nehalem Street
HIGHWAY: City of Clatskanie
COUNTY: Columbia

2200 Present ADT (1971)
3.5 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	65	1.5	98	82	450	36,900
3	8	1.5	12	10	1000	10,000
4	3	1.5	5	4	1250	5,000
5	3	1.5	5	4	3180	12,720
6	0	---	--	--	2570	- - - -
				100 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 64,620
TWENTY YEAR EWL 1,292,400
TRAFFIC COEFFICIENT 6.9

SECTION: Nehalem Street
HIGHWAY: City of Clatskanie
COUNTY: Columbia

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: When constructed to present OSHD surfacing thickness standards
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil
7. Stage Construction: Part of the design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers Asphaltic Concrete
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.10 mi.) project and traffic does not warrant the use of P.C.C.

See Items 6 and 12.

S.C.A. Investigation Data

City of Clatskanie
Date 2/12/71 Div.___
19___ ______
Population: 19___ ______
Street Nehalem

No. previous projects ___
Last project ______ (year)
Total SCA funds $______
Funds/capita $______
Average/capita $______

EXISTING

Surface now in place: A.C. ___ Oil___ Gravel___ Concrete______
Surface width: ______ feet, Shoulder-shoulder width: ______ feet
C-C width: ______ feet, R/W width: ______ feet
Remarks: ______

PROPOSED

Surfacing: A.C. ___ Oil ___ Other ______
Pave. width: ___ feet, Shoulder width ___ feet, C-C width: ___ feet
BASE DESIGN: A.C. ___ inches, Leveling ___ inches, Base ___ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: ___ mile, 475 feet. Type curb: ______
Remarks: ______

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500
Clearing & grubbing	all	all	L.S.	—
General excavation	c.y.	2180	1.50	3270
Concrete sidewalks	sq. yd.			
Trench excavation	c.y.	145	5.00	725
Watering	M-gal.	31	5.00	155
Level material (3/4-0)	c.y.	176	4.25	748
Base material	c.y.	1081	3.85	4162
Asphalt	ton	519	12.00	6228
Binder	all	all	L.S.	360
Concrete inlets	each	4	180	720
Culvert pipe 12" Sew Pipe	lin. ft.	475	5.00	2375
Concrete curbs	c.y.	29	55.00	1595
Adjust Manholes	each	2	100	200

*Items include 10% allowance

Total $21038
Perm. signing ($100/intersection) 200
Flagging 150
Total $21388
Engineering & contingencies (20%) 4278
Total $25665
City's estimated share of survey 67
TOTAL ESTIMATED COST $25,732

$2200 \times \frac{665}{25665} = 67$

(based on % of first job)

RECEIVED
FEB 18 1971

305-1710
7556

February 12, 1971

City of Clatskanie
City Hall
Clatskanie, Oregon

MISC. CONTRACTS and
AGREEMENTS No. 4155

Attention: R. J. Pascoe
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement of Nehalem Street from 2nd Street to 4th Street.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FKM
Att.

cc H. S. Cox
(agree. att.)

305-1710
1556

PREFIX NO. 305-1402

12-29-70

LOCATION PROSPECTUS
CLATSKANIE (NEHALEM STREET) SECTION
CITY STREET - COLUMBIA COUNTY

HIGHWAY: Nehalem Street, city street not on Federal-aid or State system.

TERMINI: The Southwesterly terminus is at the intersection with 4th Street. The Northeasterly terminus is at the intersection with 2nd Street.

LENGTH: 0.09 mile.

PROGRAM: 1971 Special City Allotment Project.

NARRATIVE: To prepare plans, specifications, and estimates for grading and paving on existing alignment. Soils investigations will be conducted. Drainage problems are not anticipated. An economic analysis is not needed.

TYPICAL SECTION: Forty-foot curb to curb city street section.

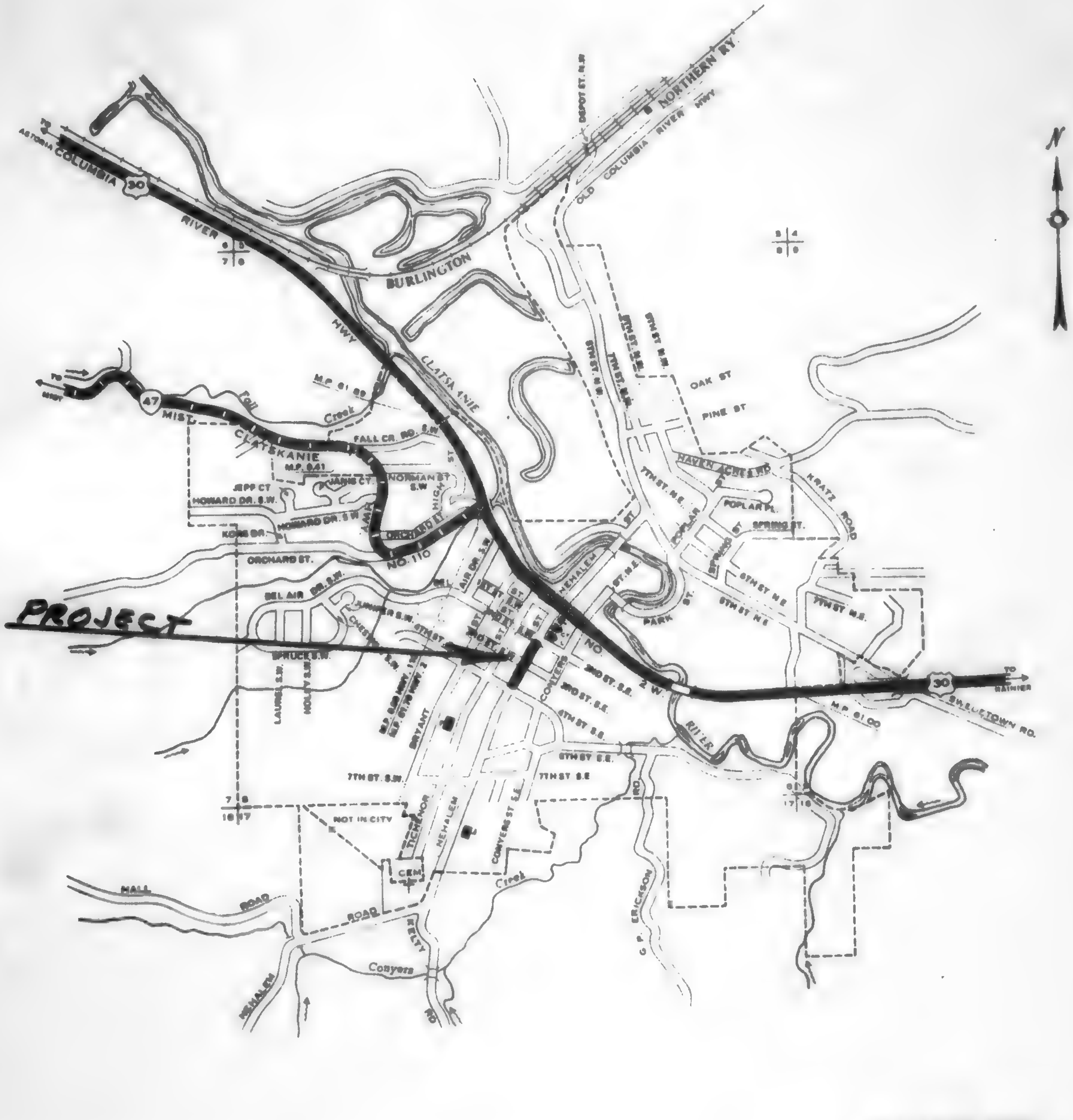
MATERIALS: To be located and referenced to project during survey.

AGREEMENTS: Routine Special City Allotment project.

ADD'L FACILITIES: No parks, airports, railroads or streams affected.

Attachment
December 29, 1970
cc's: L. W. Rulien (4)
R. L. Porter
A. L. Johnson
F. B. Klaboe
V. D. Wolfe
F. B. Crandall
F. L. Hall
E. S. Hunter
Ivan Merchant (4)
D. H. Moehring (3)
F. D. Morgan
L. H. Young
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J. Johnson
A. D. Olson
R. E. Olson
Jack Rowland
Robert Royer
W. H. Tebeau
F. E. Terpin
Roy H. Stein
F. W. Yarbrough (2)

NOTED
TOM EDWARDS


PROJECT
N
TO ASTORIA
COLUMBIA RIVER HWY
30
NORTHERN RY.
DEPOT ST. N.E.
OLD COLUMBIA RIVER HWY
BURLINGTON
CLATSKANIE
47
MIST-CLATSKANIE
Fall Creek
M.P. 61.89
M.P. 0.41
FALL CR. RD. S.W.
NORMAN ST.
JEFF CT.
JANIS CT.
HOWARD DR. S.W.
ORCHARD ST.
NO. 110
BEL AIR DR.
SPRUCE S.W.
LAUREL S.W.
HOLLY S.W.
OAK ST.
PINE ST.
HAVEN ACRES RD.
POPLAR PL.
SPRING ST.
KRATZ ROAD
NEHALEM
PARK ST.
6TH ST. N.E.
7TH ST. N.E.
NO. 2 W.
2ND ST. S.E.
3RD ST. S.E.
5TH ST. S.E.
6TH ST. S.E.
7TH ST. S.E.
7TH ST. S.W.
CONYERS ST. S.E.
BRYANT
RICHMOND
NOT IN CITY
CEM.
HALL ROAD
KELTY RD.
Conyers Creek
G.P. ERICKSON
RIVER
M.P. 61.00
SHELTOWN RD.
TO RAINIER

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS

●	PUBLIC BLDG.
CY	CITY HALL
CT	COURT HOUSE
A	ARMORY
L	LIBRARY

CLATSKANIE

COLUMBIA COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Scale in Feet

Revised Aug. 1970

Form E-38

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Clatskanie (Nehalem St.)
Date 14 December 1970

Highway City Streetx
Authorization No. 1

County Columbia
Survey Prefix 305-1402 (Assigned by Salem office)

Description of termini, route, length, etc.:

The project begins approximately 400 feet south of the intersection of South Nehalem St. and the Columbia River Highway at 2nd St. in the City of Clatskanie. The route runs Southerly for approximately 450 feet to 4th. st. The entire project follows an existing City Street (South Nehalem St.).

RECEIVED
COUNTY & CITY SECTION
JAN 27 1971
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☒ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Purpose of survey:

To do neccessary field and office work to design for widening and paving a section of city street along with figuring quantities and an estimate of construction costs.

Estimate of cost:

Field survey (901)	1200
Final design (905)	300
Soils (910)	300
Specifications (921)	150

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 1950.00
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Paul R. Barnhart
Field Engineer

Recommended for Approval:
Division Engineer

Recommended for Approval:
Design Engineer

Approved:
Ass't State Highway Engineer

SP*83449-734

PROGRAM & PLAN. DIV.
P. E. APPR.
FED. - AID STATE SCA BEN GIFFORD

BEFORE THE BOARD OF COUNTY COMMISSIONERS FOR

COLUMBIA COUNTY, OREGON

In the Matter of the Surrender of Jurisdiction of Columbia County Over a Portion of South Nehalem Street to the City of Clatskanie

NO. ________

ORDER

The above-entitled matter came on regularly before the Board on October 7, 1970; and

It appearing to the Board that it has heretofore received a request from the City of Clatskanie to surrender the jurisdiction of a portion of South Nehalem Street more particularly described hereafter to the City of Clatskanie, and

It further appearing to the Board that by resolution dated August 26, 1970, duly adopted at a regular term of said Board, it declared its intent to surrender jurisdiction of said portion of said street to the City of Clatskanie and ordered a public hearing on this question; and

It further appearing to the Board that pursuant to notice duly filed and posted, the public hearing was held this date, October 7, 1970, before the Board at 2:00 o'clock p.m., in Room 317 of the Columbia County Court House Annex, St. Helens, Oregon, at which time all interested persons were given an opportunity to be heard; and that no objection has been made by any person to the surrender of jurisdiction of said portion of said road; and

It further appearing that it is necessary, expedient and for the best interests of the county to surrender jurisdiction over said portion of said road to the City of Clatskanie and that the public will be benefited thereby, and the Board being duly advised in the premises, it is, therefore

ORDERED that the Board of County Commissioners of Columbia County, Oregon, does hereby surrender jurisdiction to the City of Clatskanie of a portion of South Nehalem Street described as follows:

> That portion of South Nehalem Street which is within the city limits of Clatskanie beginning at the North edge of U. S. Highway 30 and running South to the city limits of Clatskanie

provided, that the City of Clatskanie accept jurisdiction by an appropriate ordinance, resolution or other municipal legislation on or before January 1, 1971.

Dated at St. Helens, Oregon, this 28th day of October, 1970.

BOARD OF COUNTY COMMISSIONERS
FOR COLUMBIA COUNTY, OREGON

By /S/ NORMAN BARNTIER
Chairman

By /S/ ROBERT L. GLOSENGER
Commissioner

By /S/ JACK MINKOFF
Commissioner

APPROVED AS TO FORM:

ROBERT A. LUCAS
District Attorney

By /S/ ROBERT A. LUCAS

RECEIVED
COUNTY & CITY SECTION
NOV 10 1970
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE

City of Clatskanie) ORDER
)

The above-entitled matter came on regularly before the Board on October 7, 1970; and

It appearing to the Board that it has heretofore received a request from the City of Clatskanie to surrender the jurisdiction of a portion of South Nehalem Street more particularly described hereafter to the City of Clatskanie, and

It further appearing to the Board that by resolution dated August 26, 1970, duly adopted at a regular term of said Board, it declared its intent to surrender jurisdiction of said portion of said street to the City of Clatskanie and ordered a public hearing on this question; and

It further appearing to the Board that pursuant to notice duly filed and posted, the public hearing was held this date, October 7, 1970, before the Board at 2:00 o'clock p.m., in Room 317 of the Columbia County Court House Annex, St. Helens, Oregon, at which time all interested persons were given an opportunity to be heard; and that no objection has been made by any person to the surrender of jurisdiction of said portion of said road; and

It further appearing that it is necessary, expedient and for the best interests of the county to surrender jurisdiction over said portion of said road to the City of Clatskanie and that the public will be benefited thereby, and the Board being duly advised in the premises, it is, therefore

ORDERED that the Board of County Commissioners of Columbia County, Oregon, does hereby surrender jurisdiction to the City of Clatskanie of a portion of South Nehalem Street described as follows:

> That portion of South Nehalem Street which is within the city limits of Clatskanie beginning at the North edge of U. S. Highway 30 and running South to the city limits of Clatskanie

provided, that the City of Clatskanie accept jurisdiction by an appropriate ordinance, resolution or other municipal legislation on or before January 1, 1971.

Dated at St. Helens, Oregon, this 28th day of October, 1970.

BOARD OF COUNTY COMMISSIONERS
FOR COLUMBIA COUNTY, OREGON

STATE OF OREGON
COUNTY OF COLUMBIA } ss.

I, Roy A. Nelson, County Clerk of the above named County and State, and Clerk of the [redacted]e County of Columbia, and State of Oregon, do hereby certify that the foregoing copy of ORDER: Matter of Surrender of Jurisdiction of Columbia Co. over a portion of South Nehalem Street to the City of Clatskanie has been by me compared with the original and that it is a correct transcript therefrom, and of the whole of such original Order as the same appears on file & of record in my office and in my care and custody.

In Testimony Whereof, I have hereunto set my hand and affixed the seal of said [redacted] this 29 day of October A.D. 1970

ROY A. NELSON, Clerk

By Barbara Heller Deputy

RESOLUTION NO. 144

WHEREAS the Board of County Commissioners for Columbia County, Oregon has issued an order whereby jurisdiction over South Nehalem Street from the North edge of U. S. Highway 30 south to the city limits has been surrendered to the City of Clatskanie subject to acceptance of such jurisdiction by the City of Clatskanie; and

WHEREAS it would be to the benefit of the citizens of the City of Clatskanie to accept such jurisdiction;

NOW, THEREFORE, BE IT RESOLVED that the City of Clatskanie accept jurisdiction over South Nehalem Street from the North edge of U. S. Highway 30 south to the city limits.

Passed by the Common Council on November 2, 1970.

Approved by the Mayor on November 2, 1970.

J. D. Rizzy
Mayor

ATTEST:
R. J. Pascal
Recorder

rca

CITY OF CLATSKANIE, OREGON
CLATSKANIE, OREGON

September 5, 1970

Oregon State Highway Division
County and City Engineer
Highway Building
Salem, Oregon

Attention: Oscar H. Norberg

Gentlemen:

In reply to your letter of September 4, 1970, concerning the proposed project on Nehalem Street in the City of Clatskanie, the city is willing and will be able to pay its share of the project costs.

In connection with this project, enclosed in a copy of the resolution by the Board of County Commissioners indicating their intent to surrender jurisdiction over South Nehalem Street.

Very truly yours,

CITY OF CLATSKANIE

By R J Pascoe
R. J. Pascoe
Recorder

Encl.

RECEIVED
COUNTY & CITY SECTION
SEP - 8 1970
☐ ENGR. ☑ COOR. ☐ GE ☒ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

September 4, 1970

Mr. R. J. Pascoe
City Recorder
City Hall
Clatskanie, Oregon 97016

Dear Mr. Pascoe:

It is planned to submit your proposed project on Nehalem Street from 2nd Street to 4th Street to the Highway Commission for consideration of construction (1971) under the Special City Allotment Act (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $24,000 for providing a 40-foot curbed street section. The City's estimated share is $2,000 for curbs.

Should the Highway Commission look with favor on your project, would the City of Clatskanie be willing and able to pay its share of the project costs?

Early receipt of a letter stating the City's ability and willingness to participate in the above project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

Oscar H. Norberg

By: Oscar H. Norberg
Cities Engineer

OHN:ljt

RECEIVED
COUNTY & CITY SECTION
SEP - 4 1970
☐ ENGR. ☑ COOR. ☐ DE ☒ AE ☑ UE
☑ UPE ☑ CE ☐ BE ☐ RPE ☐

CITY OF CLATSKANIE, OREGON
CLATSKANIE, OREGON

September 2, 1970

RECEIVED
COUNTY & CITY SECTION
SEP - 3 1970
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Oregon State Highway Division
County & City Engineer
Highway Building
Salem, Oregon 97310

Attention: Oscar H. Norberg

Gentlemen:

In reply to your letter of August 31st concerning the jurisdiction of Nehalem Street in Clatskanie, a telephone call to the District Attorney was placed this morning.

He advised that the County Court has adopted a resolution declaring their intent to surrender their jurisdiction over South Nehalem Street, but that in accordance with Oregon statutes they must hold a hearing on the matter 30 days after passage of the resolution, which will take place in about two weeks. He advised that he would corroborate his statement in a letter, concerning which we will advise you.

Very truly yours,

CITY OF CLATSKANIE

By R. J. Pascoe
R. J. Pascoe
Recorder

August 31, 1970

Mr. R. J. Pascoe
City Recorder
City Hall
Clatskanie, Oregon 97016

RECEIVED
COUNTY & CITY SECTION
AUG 31 1970
☑ ENGR. ☑ CSGR. ☐ GE ☒ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

Dear Mr. Pascoe:

Our latest information shows Nehalem Street, within the city limits, to be under the jurisdiction of Columbia County Court, in which case this street is not eligible for a Special City Allotment grant.

Please advise our office in this regard, because a county road will not be recommended to the Highway Commission for an SCA project.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:lat

BEFORE THE BOARD OF COUNTY COMMISSIONERS FOR

COLUMBIA COUNTY, OREGON

8-26-70

NO. ______________

In the Matter of the Surrender of Jurisdiction of Columbia County over a Portion of South Nehalem Street to the City of Clatskanie)

RESOLUTION

WHEREAS, it appears to the Board of County Commissioners that the City of Clatskanie has requested the surrender of jurisdiction of a portion of South Nehalem Street more particularly described hereafter, and

WHEREAS, it appears that Columbia County presently has jurisdiction to said portion of said street, and

WHEREAS, the Board of County Commissioners deem it necessary, and for the best interests of the county to surrender jurisdiction over said portion of said street, and

WHEREAS, it appears that surrender of jurisdiction of said portion of said street is authorized under ORS 373.270, now therefore, it is hereby

RESOLVED, that the Board of County Commissioners of Columbia County, Oregon, does hereby declare its intent to surrender jurisdiction of a portion of South Nehalem Street described as follows:

> That portion of South Nehalem Street which is within the city limits of Clatskanie beginning at the north edge of U. S. Highway 30 and running south to the city limits of Clatskanie

and it is further

RESOLVED, that a public hearing on the proposed surrender of jurisdiction of said portion of said road shall be held at 2:00 p.m. on the 7th day of October, 1970, in Room 317 of the Columbia County Court House Annex, St. Helens, Oregon, and it is further

RESOLVED, that the roadmaster be directed to post notices of said hearing prior to August 28, 1970, on the Columbia County notice board at the county court house and at three public places in the county, one of which shall be within the limits of the City of Clatskanie.

Dated at St. Helens, Oregon, this 26th day of August, 1970.

BOARD OF COUNTY COMMISSIONERS
FOR COLUMBIA COUNTY, OREGON

By /S/ NORMAN BARMEIER
Chairman

By /S/ ROBERT L. GLOSENGER
Commissioner

By /S/ JACK MINKOFF
Commissioner

RECEIVED
COUNTY & CITY SECTION
SEP - 8 1970
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

APPROVED AS TO FORM:

A. LUCAS

WHEREAS, it appears that surrender of jurisdiction of said portion of said street is authorized under ORS 373.270, now therefore, it is hereby

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Dated at St. Helens, Oregon, this 26th day of August, 1970.

BOARD OF COUNTY COMMISSIONERS
FOR COLUMBIA COUNTY, OREGON

By /S/ NORMAN BARMEIER
Chairman

By /S/ ROBERT L. GLOSENGER
Commissioner

By /S/ JACK MINKOFF
Commissioner

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COUNTY & CITY SECTION
SEP - 8 1970
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

APPROVED AS TO FORM:

ROBERT A. LUCAS
District Attorney

By /S/ ROBERT A. LUCAS

pca

COPY

September 3, 1970

City of Clatskanie
Clatskanie, Oregon 97016

Attention: Mr. Roland Pasco, City Recorder

Dear Sir:

For your information, we are enclosing a copy of the approved resolution providing for surrender of jurisdiction of a portion of South Nehalem Street, from the county, to the City of Clatskanie.

It is our understanding that the State Highway Department is concerned in this regard in that designated funds are held in abeyance until the actual hearings, etc. are held in this regard.

Yours truly,

N. W. Barmeier

N. W. Barmeier, Chairman
Board of Commissioners

NWB:gs
encl.

cc: State Highway Department
Attention: H. S. Cox
County-city engineer

RECEIVED
COUNTY & CITY SECTION
SEP - 8 1970
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

BEFORE THE BOARD OF COUNTY COMMISSIONERS FOR

COLUMBIA COUNTY, OREGON

In the Matter of the Surrender of Jurisdiction)
of Columbia County over a Portion of South)
Nehalem Street to the City of Clatskanie)

NO.____________

RESOLUTION

WHEREAS, it appears to the Board of County Commissioners that the City of Clatskanie has requested the surrender of jurisdiction of a portion of South Nehalem Street more particularly described hereafter, and

WHEREAS, it appears that Columbia County presently has jurisdiction to said portion of said street, and

WHEREAS, the Board of County Commissioners deem it necessary, and for the best interests of the county to surrender jurisdiction over said portion of said street, and

WHEREAS, it appears that surrender of jurisdiction of said portion of said street is authorized under ORS 373.270, now therefore, it is hereby

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Dated at St. Helens, Oregon, this 26th day of August, 1970.

BOARD OF COUNTY COMMISSIONERS
FOR COLUMBIA COUNTY, OREGON

By /S/ NORMAN BARMEIER
Chairman

By /S/ ROBERT L. GLOSENGER
Commissioner

By /S/ JACK MINKOFF
Commissioner

RECEIVED
COUNTY & CITY SECTION
SEP - 8 1970
☐ ENGR. ☐ [illegible] ☐ [illegible] ☐ [illegible] ☑ UE
☑ UPE ☑ CE ☐ [illegible] ☐ RPE ☐

APPROVED AS TO FORM:

ROBERT A. LUCAS
District Attorney

By /S/ ROBERT A. LUCAS

S.C.A. Investigation Data

City of Clatskanie Date 8/[illegible] Div. A
Population: 1965 850 1970 1190
Street Nehalem St. from 2nd to 4Th st

No. previous projects 3
Last project 1967 (year)
Total SCA funds $ 55,396
Funds/capita $ 46.55
Average/capita $ 30.95

EXISTING
Surface now in place: A.C. X Oil ___ Gravel ___ Concrete ___
Surface width: 36 feet, Shoulder-shoulder width: ___ feet
C-C width: 36 feet, R/W width: 60' feet
Remarks: The existing pavement is broken in places due to the logging traffic on this street. The drainage is "ok" as reported by the City.

PROPOSED
Surfacing: A.C. x Oil ___ Other ___
Pave. width: ___ feet, Shoulder width ___ feet, C-C width: 40 feet
BASE DESIGN: A.C. 3½ inches, Leveling 2 inches, Base 14 inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.09 mile, 475 feet. Type curb: "C"
Remarks: Reconstruct to provide a 40' curbed street section.

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 3 3 500
Clearing & grubbing	all	all	L.S.	—
General excavation	c.y.	2180	1^{50}	3270
Concrete sidewalks	sq. yd.			
Trench excavation	c.y.			
Watering	M-gal.	46	5^{00}	230
Level material (3/4-0)	c.y.	200	4^{25}	850
Base material	c.y.	1445	3^{85}	5625
Asphalt	ton	520	12^{00}	6240
Binder	all	all	L.S.	360
Concrete inlets	each			
Culvert pipe	lin. ft.			
Concrete curbs	c.y.	34	55^{00}	1870

*Items include 10% allowance

Total	$ 18,945
Perm. signing ($100/intersection)	200
Flagging	150
Total	$ 19,295
Engineering & contingencies (20%)	3859
Total	$ 23,154
City's estimated share of survey	
TOTAL ESTIMATED COST	$

1500 × 2[illegible]/274[illegible] =

2820 City curbs
980 City [illegible]
3000

Say 24,000

10

RECEIVED
MAY 4 - 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

SCA

PROJECT DATA, CITY OF CLATSKANIE Date April 30, 1970

To be financed by Special City Allotment Fund and necessary city funds.

Street name South Nehalem
(Locate project on attached map.)

Project length 400 feet

DESIRED STREET SECTION:

Standard roadway; width of travel way: ____ feet, width of shoulders: ____ feet

Curbed section; width curb to curb: 40 feet

Remarks

Surface now in place: Oil x Paving ____ Gravel ____

Present surface width: 40 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 50 feet

Additional right-of-way required? Yes ____ No x

State to furnish right-of-way descriptions? Yes ____ No x

Give width of intersecting streets: 40 feet

Are intersecting streets curbed? Yes ____ No ____

Remarks Partially curbed.

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes x No ____

Width between present curbs: 40 feet

City to construct curbs? Yes ____ No ____

To be constructed as part of project? Yes ____ No x

Length of desired radius on curb returns: ____ feet

Does city desire special type of curbs? Yes ____ No x

Explain:

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes x No___

Present sidewalks, Length: 800 feet; Width: 4 feet

Distance between present sidewalks: 45 feet

Are sidewalks to be constructed as part of project? Yes___ No x

Width of sidewalks to be constructed: _______feet

Are sidewalks to be constructed only on one side of street? Yes___ No___

Are sidewalks to be constructed on both sides of street? Yes___ No___

Give: Length to be constructed	and On which side of street
______feet	N.___ S.___ E.___ W.___
______feet	N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No___; Width: ______feet

Remarks____

____

STORM SEWERS -

Now in place? Yes x No___

If yes, are they adequate for increased flow? Yes x No___

Indicate depth of main lines from present surface: 2 feet approx.

To be constructed by City? Yes___ No___

To be constructed as part of project? Yes___ No___

[Show location of outfall on city map.] Marked with inked square

SANITARY SEWERS -

Now in place? Yes x No___ [NOTE: City to adjust if required.]

If yes, indicate depth of sewers from present surface: 4 feet

Remarks____

____

____

WATER MAINS: (City to adjust if required.)

Now in place? Yes x No ___

If yes, how deep from present surface? 3 feet

Remarks ___

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ___ No x

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? ___

Must driveways be Portland cement to comply with city code? Yes ___ No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No x (If yes, please include copy of ordinance.)

Remarks ___

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes x No ___

Electric poles? Yes x No ___

Which company? Northwest Natural Gas & Clatskanie P. U. D.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes x No ___

Which company? General Telephone Co.

Railroad tracks? Yes ___ No x

Which company? ___

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks ___

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No x

Clearing? Yes ___ No x

Base rock? Yes ___ No x

Concrete curbs? Yes ___ No x

Driveways? Yes ___ No x

Remarks

GENERAL INFORMATION:

Are city finances available? Yes x No ___

When available? Date Feb. 1971

Has city established grade on street? Yes ___ No x
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material:
SW 2nd Street between Nehalem and Tichenor Streets.

General remarks: Nehalem Street now in the process of being turned over by the county to the city as a city street.

Note that all numbered streets have been changed as indicated on enclosed map.

By
Mayor

By R. J. Pascoe
City Recorder or ~~City Manager~~

By
City Engineer

NOTED
H. S. COX

April 17, 1970

Mr. J. D. Puzey, Mayor
City Hall
Clatskanie, Oregon 97016

Dear Mr. Puzey:

We have received your application for a Special City Allotment project on South Nehalem Street between 2nd Street and 4th Street.

At my first opportunity I shall make an investigation of the street and I will stop in at the City Hall with an estimate while there.

Our Photogrammetry"Department's street jurisdiction map shows South Nehalem Street as a county street. The City should check with the County to determine which political subdivision has jurisdiction. Herewith is a copy of ORS 373.270, which pertains to the change of jurisdiction of a city street.

This section of Nehalem Street seems worthy of consideration for an SCA project and it would be unfortunate if it failed to qualify partly because of county road status.

If we can be of assistance, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By: Oscar H. Norberg
Oscar H. Norberg
Field Engineer

OHN:ljt
Enclosures

NOTED
P. B. Aronsmeier

NOTED
DON HARWELL

6

CLATSKANIE (NEHALEM STREET) SECTION

CITY STREET

COLUMBIA COUNTY

State Project
Grading and paving

Bids received April 29, 1971

1.	General Excavation	All	Specified		$ 3,845.00
2.	1"-0 Aggregate Base, 15-1/2 inches thick	2,300	sq.yds.	3.10	7,130.00
3.	Class "B" Asphalt Concrete, 3-1/3 inches thick	2,270	sq.yds.	2.40	5,448.00
4.	12-inch Sewer Pipe	630	lin.ft.	6.50	4,095.00
5.	Concrete Inlets, Type G-1	7	only	190.00	1,330.00
6.	Concrete Driveways	100	sq.yds.	7.50	750.00
7.	Concrete Curbs	960	lin.ft.	2.50	2,400.00
			For Comparison of Bids		$ 24,998.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$24,998.00
Anticipated Additional Items:		
Flagging (State Share)	750.00	
Adjust Manhole	100.00	
SS-1 Asph. in Watering	200.00	
		1,050.00
		$26,048.00
Engr. & Cont. (14 1/2%)		3,776.96
Estimated Net Authorization, Constr.		$29,824.96

GENERAL INSURANCE COMPANY OF AMERICA
4347 Brooklyn Avenue Northeast
Seattle, Washington 98105
SAFECO INSURANCE GROUP

BID RESULTS

$25,000^{00}$

PROJECT NO. 4 Clatskanie (Nehalem Street) Section
City of Clatskanie, COLUMBIA COUNTY

OWNER: Oregon State Highway Department

DATE: April 29, 1971 PAGE: 1 of 1

1. Goodat Crushed Rock (Longview)
2. Cornell Const Co. (Forest Grove)
3.
4.
5.
6.
7.
8.
9.
10.
11.
12.
13.
14.

QUANTITY	DESCRIPTION		Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	General Excavation	1	4080	4250	
2,300	S.Y.	1" - 0 Aggregate Base, 12-1/2 inches thk	2	2^{88}	3^{74}	
2,270	S.Y.	Cl. "B" Asph. Conc., 3-1/2 inches thick	3	2^{34}	3	
630	L.F.	12-inch Sewer Pipe	4	8^{35}	7^{80}	
7	Only	Concrete Inlets, Type G-1	5	209	150	
100	S.Y.	Concrete Driveways	6	7^{70}	7^{50}	
960	L.F.	Concrete Curbs	7	3^{03}	1^{95}	
				$26,355^{10}$	28,248	

® SAFECO Insurance Company of America, registered trademark owner.

PRINTED IN U.S.A.

ECEIVED
APR 13 1970
ENGINEER
COUNTY & CITY DIVISION

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Clatskanie is an incorporated city of the State of Oregon and has a population of 1190 as given by the latest official census; and

WHEREAS, the following streets of said city,

South Nehalem Street between 2nd Street and 4th Street

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

cc-50, 1959 Rev.)

4. That the City of Clatskanie does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Councilman A. J. Haas as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 6th day of April, 1970.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

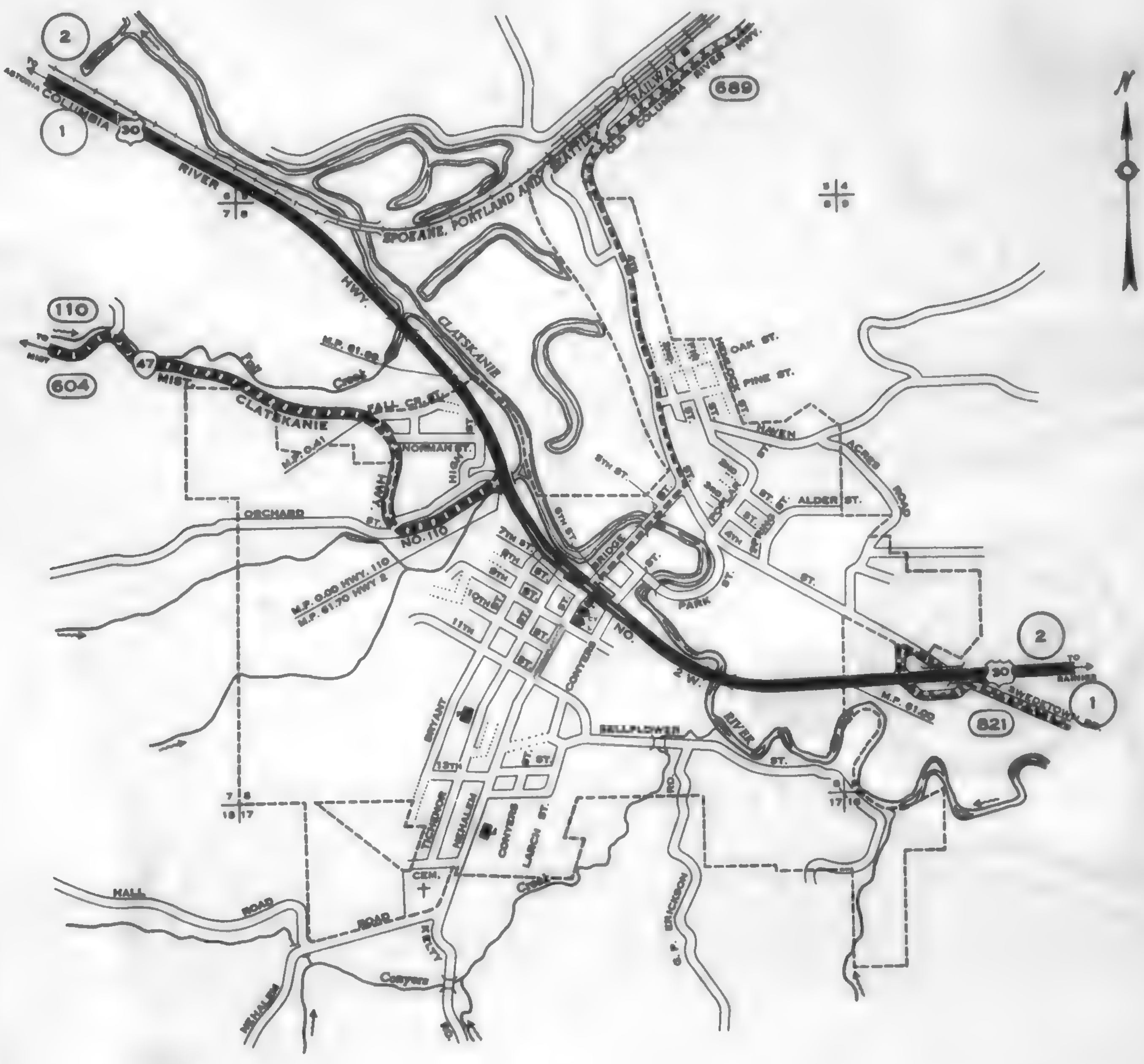
- - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Clatskanie at a regular or special meeting of said Council, held on the 6th day of April, 1970, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 8th day of April, 1970.

City Recorder

(cc-50, 1959 Rev.)


2
1
ASTORIA
COLUMBIA
30
RIVER
HWY.
SPOKANE, PORTLAND AND SEATTLE RAILWAY
OLD COLUMBIA RIVER HWY.
689
N
110
47
604
MIST
CLATSKANIE
M.P. 61.68
M.P. 0.41
FALL CR.
Creek
NORMAN ST.
HIGH
ORCHARD
NO. 110
M.P. 0.00 HWY. 110
M.P. 61.70 HWY 2
OAK ST.
PINE ST.
HAVEN
ACRES
ROAD
ALDER ST.
5TH ST.
PARK
BRIDGE
7TH ST.
8TH
9TH
10TH
11TH
13TH
NO. 2 W.
BRYANT
BELLFLOWER
RIVER ST.
TICHENOR
NEHALEM
CONYERS
LARCH ST.
CEM.
HALL
ROAD
KELLY
Conyers
ERICKSON
G.P.
M.P. 61.60
SWEDETOWN
TO RAINIER
821

HIGHWAY CLASSIFICATION

	State (Red)	Federal (Green)
PRIMARY		
SECONDARY		
OTHER	CO.	N.F.D.

SIGNED ROUTES

INTERSTATE

U.S.

ORE.

LEGEND

Post Office

School

R. R. Depot

Public Bldg.

CY – City Hall

CT – Court House

A – Armory

L – Library

Street open for travel.

Street dedicated but not open.

City Limits.

CLATSKANIE

COLUMBIA COUNTY, OREGON

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

Population 1,040

Scale in Feet

Revised January 1962

NOTED
H. S. COX

March 25, 1970

Mr. J. D. Puzey
The Mayor
City of Clatskanie
Clatskanie, Oregon 97016

Dear Mayor Puzey:

While in your office March 16, the jurisdiction of 4th Street and Nehalem Street was questioned. I have since checked with our photogrammetry department and their map shows the county roads to be as indicated on the attached map. They said both the City and the County concurred in the designation shown.

The City should possibly check with the County and their records to clarify the matter.

Very truly yours,
H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Field Engineer

OHN:mm
Att.

The City wants to apply for an SCA project on Nehalem St. (First priority). I thought they should know about County status.

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

NOTED
RICHARD UNREIN

Clatskanie (4th Street) Section
Grading and Paving

1968

NO.	ITEM AND QUANTITY		UNIT	UNIT PRICE	AMOUNT
001	TEMPORARY PROTECTION AND DIRECT OF TRAF	1.000	LUMP SUM	1,100.0000	1,100.00
002	CLEARING AND GRUBBING	1.000	LUMP SUM	600.0000	600.00
003	GENERAL EXCAVATION UNCLASSIFIED	3,990.000	CU YDS	1.0000	3,990.00
004	FINISHING ROADBED AND SLOPES	.200	MILE	15,000.0000	3,000.00
005	TRENCH EXCAVATION	120.000	CU YDS	3.0000	360.00
006	WATERING	70.000	M-GALS	10.0000	700.00
007	3/4IN-0 MATERIAL IN BASE	330.000	CU YDS	4.0000	1,320.00
008	STONE BASE	2,800.000	CU YDS	2.0000	5,600.00
009	CLASS B ASPHALT CONCRETE	636.000	TONS	9.7500	6,201.00
010	12-INCH CULVERT PIPE	170.000	LIN FT	4.0000	680.00
011	18-INCH CULVERT PIPE	110.000	LIN FT	6.0000	660.00
012	24-INCH CULVERT PIPE	14.000	LIN FT	10.0000	140.00
013	ADJUSTING MANHOLES	1.000	ONLY	150.0000	150.00
014	EXTRA FOR A C CONC APPROACHES	4.000	ONLY	200.0000	800.00
				Total Amount of Contract	25,301.00

POYSKY CONSTRUCTION CO
CLATSKANIE 97016

1968

length 1060

9V-282

OREGON STATE HIGHWAY DEPARTMENT
GRADING & PAVING
CLATSKANIE (4TH STREET) SECTION
CITY STREET
COLUMBIA COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	STATE	APRIL 1968

ct 0.20 Mile

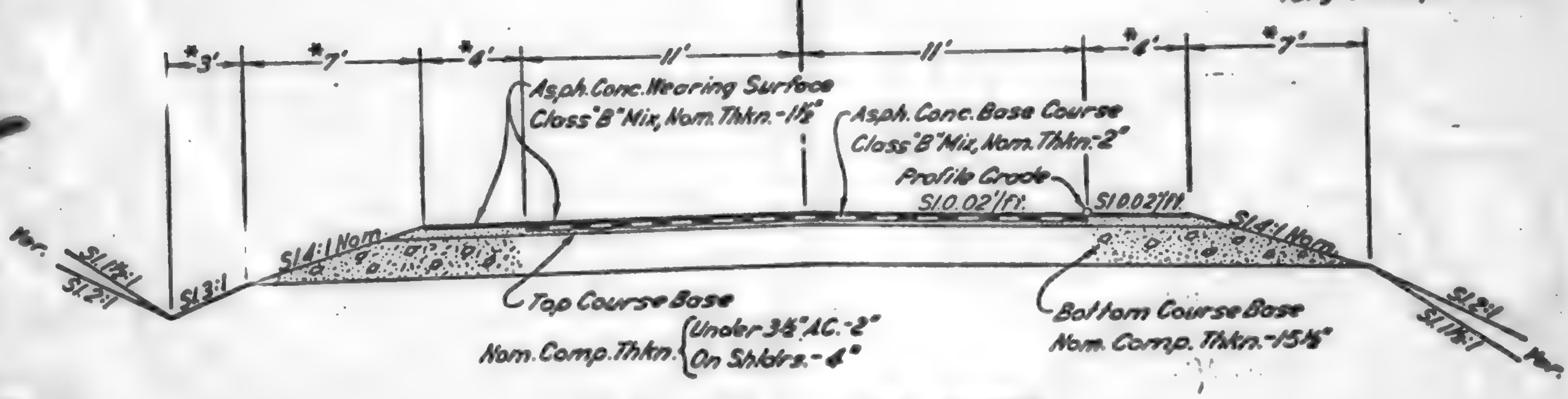
INDEX OF ETS

SHEET NO.	DESCRIPTION
1	Sketch Map, Typical Section, Summary
2	Plan and Profile

Drg. Nos.
2112 Sloped Ends Metal Pipe
2121 Sloped Ends Conc. Pipe
2091 C.M. Pipe Details

TYPICAL SECTION

*Sta. 19+88 to Sta. 20+90 Vary as Req'd. to Stay Within


℄
*3'
*7'
*4'
11'
11'
*4'
*7'
Asph. Conc. Wearing Surface
Class "B" Mix, Nom. Thkn. - 1½"
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn. - 2"
Profile Grade
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Var.
Sl. 1½:1
Sl. 2:1
Sl. 3:1
Sl. 4:1 Nom.
Sl. 4:1 Nom.
Sl. 2:1
Sl. 1½:1
Var.
Top Course Base
Nom. Comp. Thkn. { Under 3½" A.C. - 2"
On Shldrs. - 4"
Bottom Course Base
Nom. Comp. Thkn. - 15½"

STA. 10+30 to STA. 19+88
19+88 to 20+90 (Temporary Connection)

30,361 / 1060 = 28.60/ft.

25,301
5060
$30,361

151,50/mi

.2 mi × 151,500 = $30,360

poysky Const. Co

3 Mi to St. Helens

106-1132 Fir St.-Lewis St. (N. Bend) 1971
Sec., of Cape Arago Hwy.
#7557 (Grading & paving)

(1)A 3305 - 3/30/67

7557

NOTED
H. S. COULTER

George Goodhue
2573 Newmark
North Bend, OR 97459

September 6, 1973

7557

Re: File No. 34948-Goodhue
Fir St.-Lewis St. Section
Cape Arago Highway
Coos County

Dear Mr. Goodhue:

My apologies for not having written sooner concerning receipt of your letter advising us of your decision to accept the proposal for correction of the drainage problem created by the State's construction of the above section of highway.

Please be advised that we are clearing the paper work. You will be contacted and the work will be completed this construction season.

If you have further questions or would like to discuss the problem, may I suggest you contact Robert A. (Bob) Sandmann, District Engineer, P. O. Box 606, Coquille, OR 97423, Phone 396-2314. Mr. Sandmann will be in charge of the actual work.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

RECEIVED
SEP 7 1973
Office of
Assistant State Highway Engineer

John E Holcomb
By JOHN E. HOLCOMB
Regional Office Engineer

JEH/cw

9-7-73
CJ Johnson

bc H. S. Coulter, w/attach.✓
J. B. Boyd "
R. A. Sandmann "
L. W. Riley "

BEAVER
CHRISTMAS TREE CO.
WHOLESALE and RETAIL
2573 NEWMARK
NORTH BEND, OREGON 97459
Telephone 756-3786
Area Code 503

Dear Sirs:

I received a letter from the Salem office March 31 1972, stating the State woul instal 2 Catch-inlets & drain also a Drivewa to my property I wrote them & said it would satisfy me if it could take care of the water problem, but I have never got an answer so will drop a line to your office would you please let me know if this will be don this summer

SEP - 6

George Goodhue
2573 Newmark
N.B. Oregon

#7557

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 4, 1973

SUBJECT: Geo. E. Goodhue Complaint
Fir St.-Lewis St. Section
Cape Arago Highway
Coos County

To: H. S. Coulter
Asst. State Highway Engineer
SALEM

Evidently I overlooked the note on your transmittal slip of the subject complaint. The status at present is as follows:

An Order for State Force Work has been submitted to C. T. Keasey with my letter of August 30, 1973. A copy of the State Force Order and my letter are attached.

Also attached is a copy of a letter to J. B. Boyd requesting his assistance in drafting a release from Mr. Goodhue, to wit, in consideration for this work, the State will be released of any further obligations.

ALFRED SHIRLEY, JR.
Regional Engineer

John E Holcomb
By JOHN E. HOLCOMB
Regional Office Engineer

JEH/cw
Attach.

9-5-73
cy AET.

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 4, 1973

SUBJECT: File No. 34948
George E. Goodhue
Fir St.-Lewis St. Sec.
Cape Arago Highway
Coos County

To: J. B. Boyd
Right of Way Engineer
SALEM

Attached are copies of correspondence and an Order for State Force Work relating to the subject file.

John W. Sheldrake, Regional Maintenance Engineer, requests that prior to the State beginning any corrective work on this problem, that the property owner George E. Goodhue release the State for all claims.

This letter is to request your assistance in drafting such a release. It should be set up for Goodhue's signature, witnessed and notarized.

ALFRED SHIRLEY, JR.
Regional Engineer

By JOHN E. HOLCOMB
Regional Office Engineer

JEH/cw
Attach.

cc R. A. Sandmann

Roseburg, Oregon
August 30, 1973

Additional Work
Fir St.-Lewis St. Section
Cape Arago Highway
Coos County

C. T. Keasey
Construction Engineer
SALEM

With reference to prior correspondence and phone conversations, herewith please find an Order for State Force Work on the subject project.

The work is needed to correct a drainage problem created by the State's construction of the subject project.

I have checked out the use of the subject project prefix with Wm. L. Monner and accounting. Monner advises that the prefix can be re-opened for this work and I should use the next S.F.O. number past that used during construction. The attached then is S.F.O. #3.

ALFRED SHIRLEY, JR.
Regional Engineer

John E. Holcomb

By JOHN E. HOLCOMB
Regional Office Engineer

JEH/cw
Encl.

ROSEBURG REGION
RECEIVED
AUG 30 1973

Rev. [illegible]

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7557

Order No. 3

Date August 20, 1973

Section Fir St.-Lewis St.

F.A.P. No. State

Highway Cape Arago

Prefix 106-1132 Account No.

County Coos

Description of Work To Be Done:

Construct driveways, install yard drain, seed fill slope to correct a drainage problem created by construction of this section of highway.

Location by Station Numbers:

669+20 to 670+20 southerly side.

Estimate of Quantities and Costs:

Yard Drainage Install 4"x100' drain tile	$250.00
" 2 Type G2MA Inlets	500.00
Construct Driveway, Type A1	200.00
Seed Fill Slopes	50.00
Total	$1,000.00

Explanation:

This work is needed to correct a complaint of George Goodhue, File 34948. Problem was created by construction of this project. Order written as per instruction of C. T. Keasey, Construction Engineer.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . $

Present estimate of project cost, including $1,000.00 for work under this order $

Expected under-run over-run (amount) . . . . . . $

Expected under-run over-run (per cent) . . . . . .

Space to right of this line is for use of Salem Office

Submitted by: Region Office Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer

SP*72430-7

BEAVER
CHRISTMAS TREE CO.
WHOLESALE and RETAIL
2573 NEWMARK
NORTH BEND, OREGON 97459
Telephone 756-3786
Area Code 503

[illegible]

Dear Sirs:

After studying the letter you wrote to Mr Keith Teckevon on March 31, 1972 concering the four steps that will prevent the water problem I have decided to have you go ahead, befor the rainy season gets here, this may not remedy all the problems but will be close enough

a E J

George E Goodhue
2573 Newmark
North Bend Oregon

RECEIVED
JUL 23 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JUL 19 73
REFER TO
Couette
FOR
Info | Answer | Ans. | Dir | Sign | Act | File

RECEIVED
JUL 19 1973
OFFICE OF
DIRECTOR of TRANSPORTATION

Pls. Handle
04 aei

ECEIVED
PR 2[illegible] 1972

7557

April 26, 1972

General Insurance Co. of America
1900 S. W. 1st
Portland, Oregon 97201

Gentlemen:

On April 21, 1972, we wrote to you concerning release of final payment on Contract No. 7557 awarded to Johnson Rock Products, Inc., for work on Fir Street-Lewis Street (North Bend) Section of Cape Arago Highway in Coos County.

Final payment on this contract is $17,154.61 and the total contract amount is $300,561.08 including $3,374.48 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Johnson Rock Products, Inc.
Box 548
North Bend, Oregon 97459

C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Herr
James Versteeg

RECEIVED
APR 24 1972
FOR FILING

7557

DATE April 21, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7557 Work Completed February 9, 1972

Project Fir St.-Lewis St. (North Bend)

Highway Cape Arago County Coos

Type of Work Grading and Paving

Contractor Johnson Rock Products, Inc.

Recommended acceptance date April 18, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on May 16, 1972 for your formal concurrence.

VG:jb

cc: Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

c

RECEIVED
APR 3 - 1972
FOR FILING

7557

March 31, 1972

Mr. Keith E. Tichenor
Pozzi, Wilson & Atchison
Suite 808 Standard Plaza
Portland, OR 97204

500

Dear Sir:

Re: George E. Goodhue Complaint
Fir St.-Lewis St. Section
Cape Arago Highway

Our field personnel have given further study to the problems presented by Mr. Goodhue and have offered some possible solutions. These are as follows:

1. Install two catch inlets and drain tile to remove accumulations of surface water.

2. Construct an additional driveway which will provide access to Mr. Goodhue's side yard and will also provide additional parking space. It may be necessary to extend this past the present easement line to provide an acceptable gradient.

3. Repave a portion of the existing driveway to provide a shallow gutter at the bottom next to the carport to prevent overflow into the carport.

4. Refinish and seed the shallow fill slope with lawn type grasses for improved appearance.

As to the steepness of the present driveway, there is little if anything that can be done due to the difference in elevation between the street grade and the carport, and the proximity of the carport to the street.

The statement in Mr. Kahn's letter of February 16 regarding assessment for further improvements is somewhat puzzling. This was a cooperative project with the City of North Bend providing 25 percent of the cost and the State Highway Division paying the remaining 75 percent. A check

Mr. Keith E. Tichenor
March 31, 1972
-2-

with the City officials reveals that their 25 percent was raised by assessment of the affected property owners, but this is strictly a matter between the City and the property owners as we have no control over the method of financing by the City.

If the proposed work is satisfactory to Mr. Goodhue, please advise and we will schedule the work to be accomplished as soon as possible, considering weather and other priority work.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

bc George M. Baldwin
F. B. Klaboe
A. E. Johnson
C. T. Kessey
R. N. Bothman
J. H. Versteeg

CTK:fw ma

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 28, 1972

SUBJECT: George E. Goodhue Complaint
Fir St.-Lewis St. Section
Cape Arago Highway

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Attached is a rough draft reply to Mr. Keith E. Tichenor on the subject complaint.

It appears that there may have been some misunderstanding of the final results of construction at the time we acquired the easement on this property, and I therefore recommend that we offer to make the corrections outlined in the rough draft reply.

F. D. Morgan
Construction Engineer

By C T Keasey
C. T. Keasey
Field Construction Engineer

CTK:fw
Attach.
cc: R. N. Bothman
J. H. Versteeg

RECEIVED
MAR 29 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1972

SUBJECT: Assignment 500-AEJ
George Goodhue Complaint
Fir St.-Lewis St. Section
Cape Arago Highway
Contract No. 7557

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Following our last discussion of the subject complaint, I contacted the Region 3 Office and requested a further report on items which were not covered previously. District Engineer Sandmann's report, attached, gives an estimate of $1,000 cost to correct.

I would object to the installation of two Type G-2MA Inlets in anybodys front yard. I believe that standard Type G Inlets would be much less objectionable and would cost probably $100 each less to construct.

The additional driveway at a cost of $200 would provide access to Mr. Goodhue's side yard and would also provide additional parking area, and the seeding of the fill slopes with lawn-type grasses should improve their appearance.

As to the statement in Mr. Kahn's letter of February 16 regarding Mr. Goodhue's being "assessed for further improvements", Mr. Sandmann queried City Engineer Bill Bourne, who told him that no other method of financing the City portion of this project was considered other than assessment of the adjacent and nearby property owners. I recall that this came up at a City hearing on the project just prior to our obtaining the construction-finance agreement with the City, and if memory serves correctly, this is correct. There was considerable discussion of methods of financing, but since all the previous street improvement projects in North Bend had been financed by property assessment, it was decided to go that same route on this one.

A copy of Mr. Sandmann's report is attached.

F. D. Morgan
Construction Engineer

By

C. T. Keasey
Field Construction Engineer

RECEIVED
MAR 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

CTK:fw
Attach.
cc R. N. Bothman
J. H. Versteeg

POZZI, WILSON & ATCHISON
ATTORNEYS AT LAW
SUITE 808 STANDARD PLAZA
1100 S. W. SIXTH AVENUE
PORTLAND, OREGON 97204

FRANK POZZI
DONALD R. WILSON
DONALD ATCHISON
GARRY KAHN
DAN O'LEARY
RICHARD P. NOBLE
RAYMOND J. CONBOY
BRIAN L. WELCH
RONALD I. GEVURTZ
KEITH E. TICHENOR
WALTER L. CROW, JR.

TELEPHONE
503/224-2120

PHILIP A. LEVIN
1928-1967

March 13, 1972

Keesey
Bond
Walker
Johnson
Routing
RECEIVED
MAR 17 1972
CONSTRUCTION
SECTION
Poss
Glenn
Litchfield
Berg

Mr. Tom Edwards
State Highway Engineer
Highway Building
Salem, Oregon 97310

Re: George E. Goodhue

Dear Mr. Edwards:

In your letter to Mr. Kahn of March 8, 1972 you mentioned that your personnel plan to "re-study the situation and to submit possible solutions". I would request that your possible solutions be itemized and submitted to us within 20 days so that we may discuss them with Mr. Goodhue.

Please advise what solutions you think are available within that period of time.

Sincerely yours,

Keith E. Tichenor

KEITH E. TICHENOR

KET:zl

Johnson

RECEIVED
MAR 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2.30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
March 3, 1972

SUBJECT: George Goodhue Complaint
Fir St.-Lewis St. Section
Cape Arago Highway

To: Mr. C. T. Keasey
Field Construction Engineer
Salem, Oregon 97310

At your request an estimated cost to construct driveway, install yard drain and some seeding of fill slope to allay Mr. Goodhue's complaint is as follows:

Yard Drainage	4" Drain Tile-100'	$250.00
	~~G2MA Inlets~~--2 Type G	~~500.00~~ ~~[illegible]~~ $360.00
Driveway- Type A1		200.00
Seeding Fill Slopes		50.00
		~~$1,000.00~~ $ 860.00

The City of North Bend was contacted to determine method of financing the City's share of the project. I was informed by Bill Bourne City Engr. that the project was financed by an improvement district with assessment of the abutting property owners. No other method was considered as per Bill Bourne.

Robert A. Sandmann
Robert A. Sandmann
District Engineer

RAS:bb
cc: J. H. Versteeg

Routing
✓ Keasey K
Cond.
Walker
Johnson
RECEIVED
MAR 7 1972
CONSTRUCTION SECTION
Pesso E
Glenn
Litchfield
Berg

FORM [illegible] (REV. 10-[illegible])

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 29, 1972

SUBJECT: George E. Goodhue Complaint
Fir St.-Lewis St. Section
Cape Arago Highway

To: Mr. F. D. Morgan
Construction Engineer
SALEM

Attention C. T. Keasey

Attached is District Engineer Sandmann's 2-28-72 letter relative to contact made with Mr. Goodhue on 2-23-72, as I previously advised you by telephone.

It appears, at this point, that a case is being developed by Mr. Goodhue regardless of our corrective action, completed or planned. I do not think Mr. Goodhue will be satisfied without compensation.

We will hold in abeyance any further action on this matter pending further direction.

John W. Sheldrake
JOHN W. SHELDRAKE
Region Construction Engineer

Access
Drainage
Assessments

JWS/cw
Attach.
cc R. N. Bothman w/copy of 2 letters

2 Routing
1 Keasey K RECEIVED Pease E
3 Bond MAR 1 1972 Glenn
4 Walker Litchfield
Johnson CONSTRUCTION SECTION Berg

SP*52476-734

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
February 28, 1972

SUBJECT: George Goodhue Complaint
Fir St.-Lewis St. Section
Cape Arago Highway

To: Mr. John W. Sheldrake
Region Construction Engineer
Roseburg, Oregon 97470

Mr. Goodhue was contacted on February 23, 1972 as you requested. The problems in his attorney's letter of February 16, 1972 were discussed.

On the 23rd the Section Crew had placed premix on his access to alleviate the alleged carport flooding problem. Mr. Goodhue stated he had observed his driveway the previous day during periods of heavy rain but could detect no water coming from the street onto his driveway. He seemed convinced the carport flooding was primarily a result of water landing directly on the driveway surface and then flowing into the carport.

I asked Mr. Goodhue if he was high-centering or dragging with his car while entering or leaving his access. He stated there was no problem. He did mention that he was finding backing out onto the street to be a problem due to traffic. He seemed resigned to the fact that this was a situation that could not be helped.

Mr. Goodhue was reluctant to discuss any possible solutions to the problems regarding the yard drainage, access to his property east of the house or what treatment of the low fill slope fronting the property would be acceptable. He stated he wanted to discuss these items with and through his attorney.

Mr. Goodhue did inform me he is getting an estimate made on the cost of raising his house to street level.

Robert A. Sandmann
District Engineer

RAS:bb

FORM E-50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1972

SUBJECT: Assignment AEJ 500
Letter of 2-16-72 from Garry Kahn
Re Driveway Complaint - George and Ellen Goodhue
Fir St.- Lewis St. Section
Cape Arago Highway
Contract No. 7557

To: Mr. A. E. Johnson
Asst. State Highway Engineer
BUILDING

I discussed the subject complaint with John Sheldrake in Roseburg and he in turn with District Engineer Bob Sandmann by phone yesterday. Sandmann was in contact with these people on January 18 and discussed the driveway problem with them, but did not get into the "storm drain" problem.

There was apparently some sort of drain on the property which may have been destroyed or lost. Sandmann is attempting to get with the Goodhues again regarding this drain or working out some alternate solution and will also take some temporary measures, probably in the form of a low A.C. berm, to prevent drainage from the gutter going down the driveway.

The matter of use of the driveway is another matter entirely and hinges mostly on the fact that approximately 60 ft. of the driveway prior to our construction was located within the street right of way, as shown on the copy of the "as constructed" plan sheet attached. The house and carport are now so close to the reconstructed street section that parking is limited, and, although the street grade was not changed appreciably, it was extended toward the subject property, and since the street grade was and is approximately 3 ft. higher than the subject carport and house level, a grade problem developed. Sheldrake and Sandmann have looked at this and are of the opinion that little, if anything, can be done to ease the grade problem. Some minor A.C. patching might ease the break at the back edge of the driveway apron, but this should not be done until better patching weather is upon us.

Sandmann is to report further after his contact with the Goodhues.

A rough draft reply to Mr. Kahn is attached.

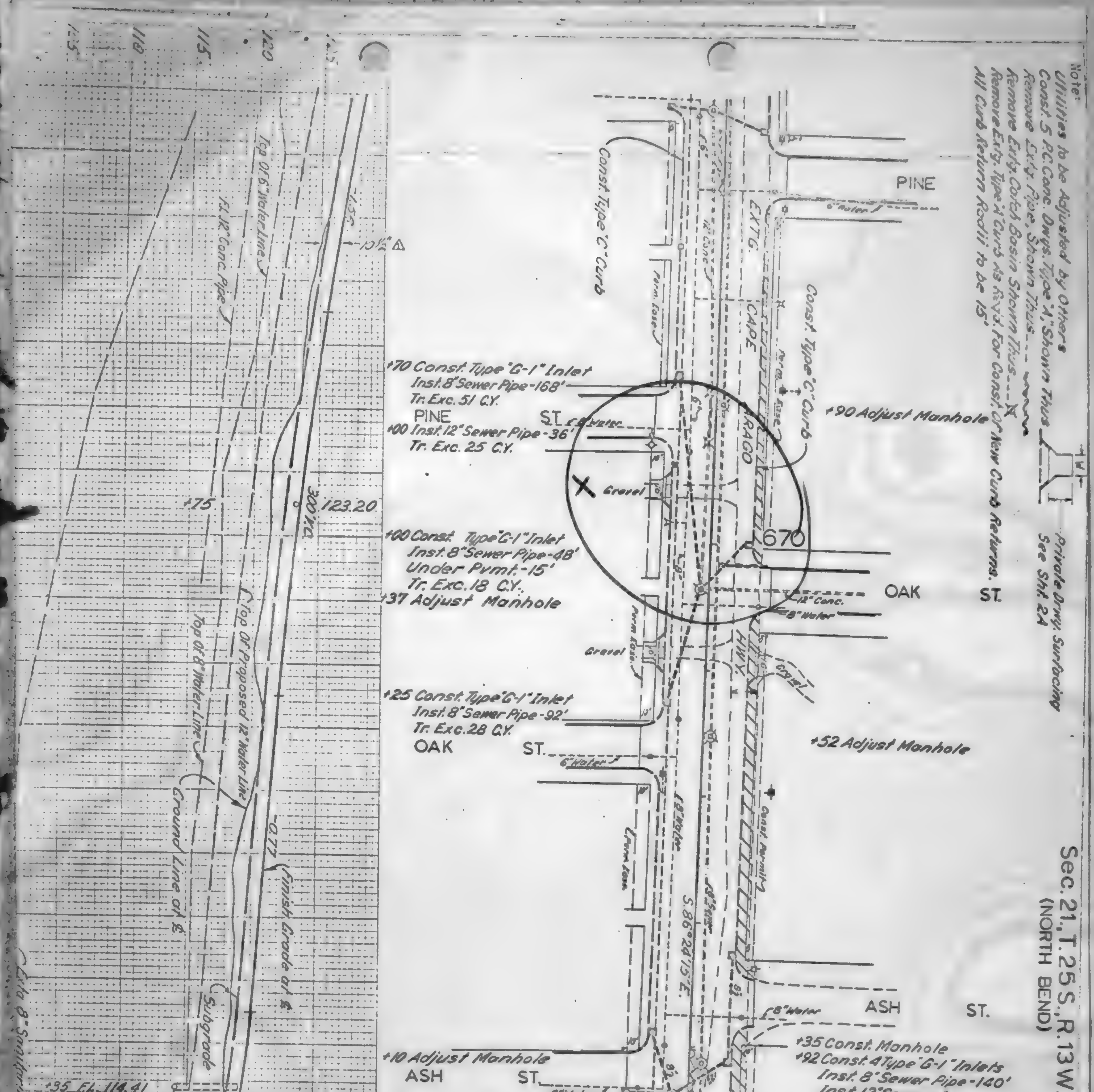
F. D. Morgan
Construction Engineer

By

C. T. Keasey
Field Construction Engineer

RECEIVED
FEB 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

CTK:fr
Attachments


Note:
Utilities to be Adjusted by Others
Const. 5 P.C. Conc. Drwys. Type "A", Shown Thus
Remove Extg. Pipe, Shown Thus
Remove Extg. Catch Basin Shown Thus
Remove Extg. Type "A" Curb As Req'd. For Const. Of New Curb Returns.
All Curb Return Radii to be 15'
W
Private Drwy. Surfacing See Sht. 2A
PINE
ST.
OAK
ST.
ASH
ST.
Sec. 21, T. 25 S., R. 13 W., W.M.
(NORTH BEND)
EXTG. CAPE ARAGO HWY.
S. 86°24'15" E.
670
675
Const. Type "C" Curb
+70 Const. Type "G-1" Inlet
Inst. 8" Sewer Pipe - 168'
Tr. Exc. 51 C.Y.
+00 Inst. 12" Sewer Pipe - 36'
Tr. Exc. 25 C.Y.
+00 Const. Type "G-1" Inlet
Inst. 8" Sewer Pipe - 48'
Under Pvmt. - 15'
Tr. Exc. 18 C.Y.
+37 Adjust Manhole
+25 Const. Type "G-1" Inlet
Inst. 8" Sewer Pipe - 92'
Tr. Exc. 28 C.Y.
+90 Adjust Manhole
+52 Adjust Manhole
+10 Adjust Manhole
+35 Const. Manhole
+92 Const. 4 Type "G-1" Inlets
Inst. 8" Sewer Pipe - 140'
Inst. 12" Sewer Pipe - 44'
Under Pvmt. - 20'
Tr. Exc. 53 C.Y.
Inst. 12" Sewer Pipe 280'
Tr. Exc. 140 C.Y.
Obliterate Old Roadway
Gravel
Gravel
6" Water
8" Water
12" Conc.
Perm. Ease.
Const. Permit
Proposed 12" Water
125
120
115
110
125
Top Of 6" Water Line
F.L. 12" Conc. Pipe
10½"
+75
300.17
123.20
Top Of Proposed 12" Water Line
Top Of 8" Water Line
Ground Line at ℄
Finish Grade at ℄
Subgrade
-0.77
+35 F.L. 114.41
+65
2.62
380.17
118.67
F.L. 12" Sewer Pipe
Extg. 8" Sanitary Sewer

POZZI, WILSON & ATCHISON
ATTORNEYS AT LAW
SUITE 808 STANDARD PLAZA
1100 S. W. SIXTH AVENUE
PORTLAND, OREGON 97204

FRANK POZZI
DONALD R. WILSON
DONALD ATCHISON
GARRY KAHN
DAN O'LEARY
RICHARD P. NOBLE
RAYMOND J. CONBOY
BRIAN L. WELCH
RONALD I. GEVURTZ
KEITH E. TICHENOR
WALTER L. CROW, JR.

TELEPHONE
503/224-2120

PHILIP A. LEVIN
1926-1967

February 16, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Tom Edwards
Deputy State Highway Engineer

Re: George and Ellen Goodhue Property
Lot 1, Block 24, DELUTH FIRST ADDITION
TO NORTH BEND, Coos County, Oregon

Dear Sirs:

Please be advised that we represent Mr. and Mrs. George Goodhue in connection with their dispute with you regarding their property. As you are well aware, sometime last summer you started construction along Newmark Street and acquired a 10-foot strip of land in front of Mr. Goodhue's property. Certain representations were made to him, including one that he would not be assessed for further improvements. You also represented to him that he would be able to use the property for everything he used it for before, and that is not true. He cannot even park both of his cars on the property now.

He now has a considerable amount of water runoff down his driveway, which has flooded his carport area and the surrounding property. You also took out the storm sewer which was present on the property before and which helped to alleviate any water runoff problem. He now has a steep bank in front of his property which makes it impossible for him to carry out any further improvements to his own property. The driveway is entirely too steep and constitutes a traffic hazard, in addition to causing possible harm to his automobile from hitting the high center area.

Routing
Kessey
RECEIVED
Pease
Bond
FEB 22 1972
Glenn
Walker
Litchfield
Johnsen
CONSTRUCTION SECTION
Berg

We would appreciate the opportunity to discuss this matter with you before suing for damages.

Very truly yours,

Garry Kahn

Garry Kahn

GK:mad
cc: Mr. R.A. Sandmann
Oregon State Highway Division
Coquille, Oregon

Mr. Wendell E. Schwartz
Region Construction Engineer
Oregon State Highway Department
Roseburg, Oregon

RECEIVED
FEB 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

7557

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Fir St. Lewis St. (North Bend)

WEEK ENDING: March 25, 1972

SECTION PREFIX: 106-1132

HIGHWAY: Cape Arago

COUNTY: Coos

NAME OF JOB: Fir. Street -Lewis Street (North Bend)

KIND OF WORK: Grading, Paving, & Signals

CONTRACT NUMBER: 7557

FEDERAL AID PROJECT NUMBER: State

CONTRACTOR: Johnson Rock Products

ESTIMATED COMPLETION DATE:

DATE OF CONTRACT: June 1, 1971

DATE WORK STARTED: June 9, 1971

WORK DAYS USED:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED 239

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: a. 90% b. 99%

PROJECT AUTHORIZATION: $ 361,021.42

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

ENGINEERING AUTHORIZATION $ 28,698.00

EXCLUSIVE OF ENGINEERING: $ 332,322.81

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 91%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 299,300.25

ENGINEERING COST TO DATE $ 27,674.00

DATE PROJECT WAS COMPLETED: February 9, 1972

ESTIMATED PERCENT: OVERRUN UNDERRUN 9.8 %

PERCENT OF AUTHORIZATION 96 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 19	Fair			BEN GIFFORD
MONDAY 20	"			
TUESDAY 21	Rain			
WEDNESDAY 22	"			
THURSDAY 23	Cloudy			
FRIDAY 24	Rain			
SATURDAY 25				

RECEIVED
MAR 27 1972
CONSTRUCTION SECTION

Routing
Keasey
Bond
Walker
Johnsen
Pease
Glenn
Litchfield
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 19	No activity
MONDAY 20	No activity all week
TUESDAY 21	
22 WEDNESDAY	
23 THURSDAY	
FRIDAY 24	
25 SATURDAY	No work anticipated

REMARKS

Two of the pedestrain walk lenses still have to be changed. Still waiting for them to arrive so they can install them.

SIGNED Eugene H, Ash LOCATION Coquille

RIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

P*F216

RECEIVED
MAR 14 1972
FOR FILING

7557

March 8, 1972

Mr. Garry Kahn
Pozzi, Wilson & Atchison
Attorneys at Law
1100 SW Sixth Avenue
Portland, OR 97204

500

Dear Mr. Kahn:

This is to acknowledge receipt of your February 16 letter and Mr. Tichenor's March 3 followup concerning the complaint of your clients, Mr. and Mrs. George Goodhue, in connection with their driveway drainage problem along Newmark Street in North Bend.

Our Region personnel from Roseburg recently contacted Mr. Goodhue but were unable to resolve the various problems enumerated in your letter. Mr. Goodhue apparently was reluctant to discuss possible solutions to some of the problems and stated that he wanted to discuss these items with or through you.

I have asked our people to restudy the situation and to submit possible solutions. Upon completion of their additional investigation, we will be in further contact with you.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

bc F. B. Klaboe
A. E. Johnson
F. D. Morgan
J. H. Versteeg
R. A. Sandmann

AKJ:ja me

POZZI, WILSON & ATCHISON
ATTORNEYS AT LAW
SUITE 808 STANDARD PLAZA
1100 S. W. SIXTH AVENUE
PORTLAND, OREGON 97204

FRANK POZZI
DONALD R. WILSON
DONALD ATCHISON
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RICHARD P. NOBLE
RAYMOND J. CONBOY
BRIAN L. WELCH
RONALD I. GEVURTZ
KEITH E. TICHENOR
WALTER L. CROW, JR.

TELEPHONE
503/224-2120

PHILIP A. LEVIN
1926-1967

March 3, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attn: Mr. Tom Edwards
Deputy State Highway Engineer

Re: George and Ellen Goodhue Property
Lot 1, Block 24, DELUTH FIRST ADDITION
TO NORTH BEND, Coos County, Oregon

Dear Mr. Edwards:

Please refer to Garry Kahn's letter to you of February 16, 1972 concerning the above referenced matter and advise me on whether you are willing to discuss the matter with us.

Sincerely yours,

Keith E. Tichenor
Keith E. Tichenor

KET*bjr

cc: Mr. R. A. Sandmann
Oregon State Highway Division
Coquille, Oregon

Mr. Wendell E. Schwartz
Region Construction Engineer
Oregon State Highway Department
Roseburg, Oregon

RECEIVED
MAR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

POZZI, WILSON & ATCHISON
ATTORNEYS AT LAW
SUITE 808 STANDARD PLAZA
1100 S. W. SIXTH AVENUE
PORTLAND, OREGON 97204

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KEITH E. TICHENOR
WALTER L. CROW, JR.

TELEPHONE
503/224-2120

PHILIP A. LEVIN
1928-1967

February 16, 1972

Orig in Const Div awaiting completion of assign. # 500 AEI. 3-13-72 ja.

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Tom Edwards
Deputy State Highway Engineer

Re: George and Ellen Goodhue Property
Lot 1, Block 24, DELUTH FIRST ADDITION
TO NORTH BEND, Coos County, Oregon

Dear Sirs:

Please be advised that we represent Mr. and Mrs. George Goodhue in connection with their dispute with you regarding their property. As you are well aware, sometime last summer you started construction along Newmark Street and acquired a 10-foot strip of land in front of Mr. Goodhue's property. Certain representations were made to him, including one that he would not be assessed for further improvements. You also represented to him that he would be able to use the property for everything he used it for before, and that is not true. He cannot even park both of his cars on the property now.

He now has a considerable amount of water runoff down his driveway, which has flooded his carport area and the surrounding property. You also took out the storm sewer which was present on the property before and which helped to alleviate any water runoff problem. He now has a steep bank in front of his property which makes it impossible for him to carry out any further improvements to his own property. The driveway is entirely too steep and constitutes a traffic hazard, in addition to causing possible harm to his automobile from hitting the high center area.

We would appreciate the opportunity to discuss this matter with you before suing for damages.

Very truly yours,

Garry Kahn

Garry Kahn

GK:mad

cc: Mr. R.A. Sandmann
Oregon State Highway Division
Coquille, Oregon

Mr. Wendell E. Schwartz
Region Construction Engineer
Oregon State Highway Department
Roseburg, Oregon

RECEIVED
FEB 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 29 1971

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 3

P. O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541 Ext. 241

106-1132

7557

Mr. George E. Goodhue
2573 Newmark
North Bend, Ore. 97459

December 23, 1971

Dear Sir:

500

I attempted to contact you at your home on Tuesday, December 14, 1971, but found no one at home. This contact was to be in response to a letter you received from our Salem office concerning your driveway.

I did, however, take a look at your driveway problem. I suspect that the only time you have water down your driveway is during extremely heavy runoff.

The elevation of the highway was not raised three feet in front of your property as you stated. The roadway was widened toward your property which has created a three foot fill along your highway frontage. The driveway problem is compounded by the nearness of your house and carport to the street. Our construction engineers did not feel they could have raised the back edge of the concrete driveway apron any higher or you would high center with your car.

I took my car, a standard-size Chevrolet, down your driveway and found that the back edge of the apron could be raised at least three inches without high-centering. If you so desire, we can replace this apron with a new one with the back edge three inches higher. I should caution you, however, that low clearance vehicles and particularly long vehicles may drag.

We could not affect this permanent repair at this time of year since your driveway will also have to be repaved. I am sure you would not be satisfied with any blacktop job that was done at this time of year.

NOTED
TOM EDWARDS

We can, however, make some temporary repairs that may offer some relief. A blacktop lip can be placed at the front edge of your driveway which will probably confine most of the water to the gutter line. This will create a bump at the front edge of your driveway which will be an annoyance.

District Engineer Robert Sandmann from Coquille will be in further touch with you. I am sorry that I could not discuss this matter personally with you. I am sure you will find that Mr. Sandmann will offer you all the help at his disposal.

Very truly yours,

WENDELL E. SCHWARTZ
Region Construction Engineer

WES/cw
cc Tom Edwards
E. S. Hunter
R. A. Sandmann
B. D. Johnson

RECEIVED
DEC 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 14 1971
FOR FILING

December 3, 1971

Mr. George E. Goodhue
2573 Newmark
North Bend, OR 97459

Dear Mr. Goodhue:

Thank you for your letter concerning your driveway problem on Newmark Avenue.

I am asking our Regional Engineer who has responsibility in this area to contact you at his early convenience to determine if corrective measures can be taken.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

TE:ms

cc R. L. Porter
E. S. Hunter
C. T. Bessey - Please contact. Take action and report.

NOTED
TOM EDWARDS

George E. Goodhue
2573 Newmark
North Bend
Oregon

REFERRED TO Admin BY SECRETARY

Nov 29 1971

Dear Sirs:

I dont know exactly where I am supposed to address this Complaint to, so will try this Address It is about this New Highway put in this last sumer here on Newmark ave The grade was raised about 3 feet + the road was put in within about 15 ft of the house so when the driveway was put in its so steep all the water runs in over the Car Port, I would like to have one of the engineers stop in + take a look at this as it certainly is a sorry site.

Thank you

RECEIVED
DEC 1 - 971
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 9 - 1971
CONTRACTS

106-1132
7557

June 9, 1971

Johnson Rock Products, Inc.
Box 548
North Bend, Oregon 97459

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7557 for work on Fir
Street and Lewis Street in North
Bend on the Cape Arago Highway in
Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Gen. Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

Frank Morgan
Ivan Merchant
C. T. Keasey
Bobby Johnson

NOTE: P[illegible]uant to discussion with various persons [illegible]is date and a telephone contact with City, this warrant is payable on demand from First National Bank, North Bend Branch. If any problems arise, gas tax revenues can always be withheld.

June 1, 1971

City of North Bend
P. O. Box "B"
North Bend, Oregon 97459

Attn: Mr. John F. Isadore
City Administrator

Re: Warrant #628
City Share of Coop. Project
Fir Street-Lewis Street Section
Cape Arago Hwy.

Gentlemen:

We received this date warrant #628 in the amount of $90,300 to cover city share (25%) of project costs on the Fir Street-Lewis Street Section of the Cape Arago Hwy. in North Bend, Coos County, Oregon.

It is understood this warrant is payable now or within a two-year period from May 25, 1971, with an interest rate of five (5%) per cent per year.

Separate accounting and construction costs will be kept on that portion west of North Bend to insure that no expenditures outside of North Bend will be charged to the city.

Award was made this date to Johnson Rock Products, Inc. of North Bend.

Very truly yours,

R. L. Porter
State Highway Engineer

By

H. S Cox
H. S. Cox
County and City Engineer

EWH:ljt

bc: Tom Edwards
F. B. Klaboe
A. E. Johnson
F. D. Morgan
L. H. Young
V. E. Skoog: Attn. John Herr
C. T. Keasey
Floyd Query
L. I. Lindas

RECEIVED
COUNTY & CITY SECTION
JUN 1 - 1971
☑ ENGR. ☑ COOR. ☑ DE ☑ RE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ UPE ☐

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 28, 1971

SUBJECT: Fir St.-Lewis St. Section
Cape Arago Highway

To: Bobby Johnson
Resident Engineer

At a recent meeting with Jack Isadore, City Administrator for North Bend, he pointed out that the City could not legally expend any city funds outside the city limits.

Therefore, since the taper section on the west end of this project is beyond the North Bend limits, it is necessary that all construction costs involved be separated.

Please arrange to do this. If it is necessary to separate engineering costs, this can be done on a percentage basis rather than actual cost.

C. T. KEASEY
Region Engineer

CTK/cw
cc F. D. Morgan
H. S. Cox

RECEIVED
COUNTY & CITY SECTION
JUN 1 - 1971
☑ ENGR. ☑ COOR. ☐ GE ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

CITY OF NORTH BEND
P. O. Box B
NORTH BEND, OREGON 97459

May 26, 1971

Mr. Mainor C. Holmes
Office Engineer
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Holmes:

Enclosed is our warrant for $90,300 for the North Bend share of the Cape Arago Highway widening project. The improvement district for the City's share was approved by the City Council after a public hearing on May 25, 1971.

Mr. Carroll Keasey of your Roseburg office attended our public hearing and was most helpful in fielding questions from the public on the project. Prior to the public hearing, Mr. Keasey met with Mr. Miles McKay of Ordell Construction Company, Mr. Dean Tibbott of Albertsons Inc. and myself to discuss the objections those firms had against the project. Mr. Keasey was most successful in smoothing ruffled feathers resulting from previous contacts between Albertsons representatives and Highway Department personnel. This in turn, paved the way for the successful passage of our improvement district.

As previously discussed between yourself and Bill Bourne, our City Engineer, none of the enclosed City funds can be utilized for construction outside the City of North Bend. It is therefore requested that separate cost records be maintained on that portion of the project that is outside our city limits to insure that the above stipulation is honored.

Sincerely,

John F. Isadore
John F. Isadore
City Administrator

RECEIVED
COUNTY & CITY SECTION
JUN 1 - 1971
☐ ENGR. ☑ COOR. ☐ JE ☐ AE ☑ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

JFI:a
Enclosure

BEAUTY SPOT OF THE OREGON COAST

RECEIVED
JUN 1 - 1971
FOR FILING

106-1132
7557

June 1, 1971

Johnson Rock Products, Inc.
Box 548
North Bend, Oregon 97459

Gentlemen:

The State Highway Commission on May 4, 1971, accepted your proposal for work on Fir Street and Lewis Street in the City of North Bend of the Cape Arago Highway in Coos County for the sum of $291,373.50 and referred it to the State Highway Engineer with authority to award the contract as soon as the City of North Bend approved the project and deposited $90,300.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7557.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin June 12, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RL
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

F. D. Morgan
C. T. Keasey
William Geibel (SAIF)

I. D. Merchant
Bobby Johnson

Coop Cont

CITY OF NORTH BEND
NORTH BEND, OREGON 97459

May 5, 1971

Mr. Mainor C. Holmes
Office Engineer
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Holmes:

In reply to your letter of April 30, 1971 the City of North Bend has been proceeding on a parallel course with the Highway Division in establishing an improvement district to pay the City's share of the Cape Arago Highway widening project. Unfortunately, and in spite of our best efforts, we were unable to gather the necessary data to prepare and publish the assessment roll in time to hold the required public hearing prior to your scheduled bid opening.

The assessment roll and call for a public hearing is currently being published in the North Bend News, with the Public Hearing to be held at the regularly scheduled Council meeting on May 25, 1971. Assuming favorable Council action at the close of the public hearing, the City Recorder will promptly prepare a General Obligation Improvement Warrant payable to the Oregon State Highway Commission in the amount of $90,300.

Although it would be theoretically possible for the City's improvement district for the Cape Arago Highway improvement to be remonstrated out at the Public Hearing, the probability of such action is so slight as to warrant little consideration.

Very truly yours,

John F. Isadore

John F. Isadore
City Administrator

JFI:a

RECEIVED
COUNTY & CITY SECTION
MAY 6 1971
☑ ENGR. ☑ COOR. ☑ CE ☒ AE ☒ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

BEAUTY SPOT OF THE OREGON COAST

NGR. ☑ COOR. ☑ UE ☒ AE ☑ UE
UPE ☑ CE ☒ RE ☒ RPE ☐

N Bend

April 30, 1971

Mr. John F. Isadore
City Administrator
P. O. Box "B"
North Bend, Oregon 97459

Dear Mr. Isadore:

On April 29, the State Highway Commission received bids on the Fir Street-Lewis Street (North Bend) Section of the Cape Arago Highway. The low bid was submitted by Johnson Rock Products, Inc. of North Bend. The estimated cost of the project based on this bid is as follows:

Bid Items	$291,373.50
Flagging	2,500.00
Adjust Utilities	25,000.00
Total Anticipated Construction Costs	$318,873.50
Engineering and Contingencies (13½%)	43,047.92
Credit for Signal Salvage	(900.00)
Total Anticipated Costs	$361,021.42

City Advance Deposit:

25% of $361,021.42=$90,255.36, or say $90,300.

As the contract cannot be awarded until the City has deposited its estimated share of the cost, please forward, at your earliest convenience, a check to this office in the amount of $90,300 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

By

Mainor
Mainor C. Holmes
Office Engineer

MCH:ljt

0

04/29/71 JOB NO. 05

NO.	ITEM NAME	QUANTITY	UNIT	LOW BIDDER254 UNIT BID	AMOUNT	Bob Angell, Inc. 17
1	TEMPORARY PROTECTION AND DIRECT TRAFFIC	1.000	LUMP SUM	10780.00	10,780.00	11500.00
2	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1.000	LUMP SUM	4500.00	4,500.00	5000.00
3	EMBANKMENT IN PLACE	7,700.000	CU YDS	3.25	25,025.00	2.95
4	TRENCH EXCAVATION	1,800.000	CU YDS	6.25	11,250.00	6.25
5	FINISHING ROADBED AND SLOPES	1.000	LUMP SUM	3500.00	3,500.00	2200.00
6	OBLITERATION OF ROADWAY	1.000	LUMP SUM	4500.00	4,500.00	4320.00
7	WATERING	300.000	M-GALS	5.00	1,500.00	5.00
8	BITUMINOUS BASE MIXTURE	3,900.000	TONS	8.35	32,565.00	8.45
9	ASPHALT IN BITUMINOUS BASE MIXTURE	210.000	TONS	43.00	9,030.00	45.00
10	COARSE AGGREGATE BASE	4,000.000	TONS	5.50	22,000.00	5.65
11	CLASS B ASPHALT CONCRETE MIXTURE	7,100.000	TONS	8.50	60,350.00	8.75
12	ASPHALT CEMENT IN MIXTURE	460.000	TONS	43.00	19,780.00	45.00
13	12-INCH CULVERT PIPE	80.000	LIN FT	6.55	524.00	6.50
14	18-INCH CULVERT PIPE	56.000	LIN FT	7.75	434.00	8.00
15	8-INCH SEWER PIPE	1,250.000	LIN FT	4.75	5,937.50	4.55
16	12-INCH SEWER PIPE	1,600.000	LIN FT	7.00	11,200.00	6.75

0

04/29/71 JOB NO. 05

NO.	ITEM NAME	QUANTITY	UNIT	LOW BIDDER254 UNIT BID	AMOUNT	17
17	15-INCH SEWER PIPE					
18	24-INCH SEWER PIPE	640.000	LIN FT	9.00	5,760.00	8.70
19	EXTRA FOR PIPE UNDER PAVEMENT	58.000	LIN FT	13.50	783.00	15.00
20	CONCRETE MANHOLES	1,760.000	LIN FT	2.60	4,576.00	2.60
21	CONCRETE INLETS	9.000	ONLY	1000.00	9,000.00	1000.00
22	CONCRETE DRIVEWAYS	34.000	ONLY	175.00	5,950.00	210.00
23	CONCRETE CURBS	330.000	SQ YDS	6.30	2,079.00	6.50
24	EXTRA FOR ASPHALT APPROACHES	300.000	CU YDS	65.00	19,500.00	69.00
25	ADJUSTING MANHOLES	22.000	ONLY	45.00	990.00	50.00
26	RECONSTRUCTING MANHOLES	22.000	ONLY	130.00	2,860.00	139.00
27	TRAFFIC SIGNAL INSTALL COMPLETE	1.000	ONLY	500.00	500.00	560.00
		1.000	LUMP SUM	16500.00	16,500.00	18406.00
	TOTAL BID				291,373.50	296,893.50

Form F 312X 5M Sets 6-58

OREGON STATE HIGHWAY DEPARTMENT

JOB NO. [illegible]5

Summary of Bids Received and Construction Authorization

Project	FIR ST-LEWIS ST /NORTH BEND/ SECTION	F. A. Project No.	
Highway	CAPE ARAGO HIGHWAY	Engineer's Estimate	281,802.00
County	COOS	Date Bids Received	04/29/71

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
1	JOHNSON ROCK PRODUCTS, INC NORTH BEND 97459	291,373.50
2	BOB ANGELL INC EASTSIDE	296,893.50

3.3 % ABOVE ENGINEERS ESTIMATE

CONSTRUCTION AUTHORIZATION

Contract amount . . . . $ 291,373.50

Additional anticipated items:

FLAGGING /STATE SHARE/	2,500.00
ADJUST UTILITIES	25,000.00
CR FOR SALVAGED SIGNAL	~~900.00~~

ENGINEER'S RECOMMENDATION

3.3 % ABOVE ENGINEERS ESTIMATE

CONSTRUCTION AUTHORIZATION

Contract amount	$ 291,373.50	
dditional anticipated items: FLAGGING /STATE SHARE/	2,500.00	
ADJUST UTILITIES	25,000.00	
CR FOR SALVAGED SIGNAL	~~900.00~~	
Subtotal	$ ~~317,973.50~~	318,873.50
Contingencies and engineering (12½%)	~~42,926.42~~	43,047.92
Subtotal	$ ~~360,899.92~~	361,921.42
Credit for Salvage Signal ~~maintenance rock~~	(900.00)	
Net construction authorization	$ ~~360,899.92~~	361,021.42

ENGINEER'S RECOMMENDATION

Deputy State Highw

State Highway Engin

District Engineer.

APR 14 1971

FORM E-30-8-(12-67)

106-1132
7557

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
April 13, 1971

To: MEMORANDUM TO THE FILES

SUBJECT: Installation of Electrical Conduit Under Existing Pavement

Six projects advertised for opening of bids on April 29 and 30, 1971 require installation of electrical conduit under existing pavement. We have modified the standard specifications by special provision to permit the installation of conduit by the "open trench" method on all these projects except the Canyonville Interchange Illumination Project. On the Canyonville Interchange Illumination Project, Carol Keasey did not want to permit open trenching because this work was in areas of limited sight distance and would be hazardous to traffic.

Frank L. Hall
Design Engineer

By Original signed
C. G. Swenson
C. G. Swenson
Specifications Engineer

CGS:jg
cc: F. B. Klaboe

REFERRED TO
Edw
By Asst. State Hwy. Engr.

NOTED
TOM EDWARDS

RECEIVED
[illegible]

Conduit on:	Conduit Under Pvt.
Eagle Cr.-Estacada	Mod.
Fir St. - Lewis St.	Mod.
3rd - At Wilson	Mod.
Canyonville Interchange	Std.
Myrtle Cr. Interchange	Mod.
Lombard St. - Jamison Rd.	Mod.

3-31-71

Section FIR ST - LEWIS ST (NORTH BEND) SEC.

Highway CAPE ARAGO

County COOS

Kind of Work GRADING & PAVING

Project Allotment $ 70,000 CITY 210,000 STATE

Project Length 0.71 MILE

Completion Time 240 cal days - all
120 cal days - Roadwork

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 294,802.00
Anticipated Additional Items:		
Flagging (State Share)	2500.00	
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Temporary Erosion Control		
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		
Install Water Meter		
Furnish Water		
Laboratory Fees		
Adjust Mail Boxes		
Adjust Utilities Coos Bay - North Bend Water Board	$25,000.00	
		27,500
		$ 322,302.00
Engr. & Cont. (13½)		43510.77
	TOTAL	$ 365,812.77
Credit for Signal Salvage		900.00
Estimated Net Authorization, Construction		$ 364,912.77

Called City 3-31-71. City Manager & Engineer were both out. Left message.
Mainor

City = $ 91,250
State = 273,750

A

B

NOTED
ON HARWELL

Form E-49

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET 1 OF 2 SHEETS

FIR ST. LEWIS ST. (NORTH BEND)

Estimate

NO	ITEM			PRICE	AMOUNT
1	TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC	All Specified			8600^{00}
2	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	"	"		3500^{00}
3	EMBANKMENT IN PLACE	7700	Cu yds	2^{50}	19250^{00}
4	TRENCH EXCAVATION	1800	" "	5^{00}	9000^{00}
5	FINISHING ROADBED & SLOPES	All Specified			2500^{00}
6	OBLITERATION OF ROADWAY	"	"		1000^{00}
7	WATERING	300	M. Gals	3^{00}	900^{00}
8	BITUMINOUS BASE MIXTURE	3900	Tons	8^{75}	34125^{00}
9	ASPHALT IN BITUMINOUS BASE MIXTURE	210	"	40^{00}	8400^{00}
10	COARSE AGGREGATE BASE	6600	"	5^{00}	33000^{00}
11	CLASS "B" ASPHALT CONCRETE MIXTURE	7100	"	8^{75}	62125^{00}
12	ASPHALT CEMENT IN MIXTURE	460	"	40^{00}	18400^{00}
13	12-INCH CULVERT PIPE	80	Lin Ft	4^{40}	352^{00}
14	18-INCH " "	56	" "	6^{50}	364^{00}
15	8-INCH SEWER "	1250	" "	3^{50}	4375^{00}
16	12-INCH " "	1600	" "	5^{00}	8000^{00}
17	15-INCH " "	640	" "	6^{00}	3840^{00}
18	24-INCH " "	58	" "	12^{00}	696^{00}
19	EXTRA FOR PIPE UNDER PAVEMENT	1760	" "	10^{00}	17600^{00}
20	CONCRETE MANHOLES	9	only	500^{00}	4500^{00}
21	CONCRETE INLETS	34	"	200^{00}	6800^{00}
22	CONCRETE DRIVEWAYS	330	Sq yds	7^{50}	2475^{00}
23	CONCRETE CURBS	300	Cu yds	75^{00}	22500^{00}
24	EXTRA FOR ASPHALT APPROACHES	22	only	50^{00}	1100^{00}
~~25~~	~~EXTRA FOR ASPHALT WALKS~~				

Form E-49

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET 2 OF 2 SHEETS

FIR ST - LEWIS ST (NORTH BEND)

Estimate

NO	ITEM			PRICE	AMOUNT
25	ADJUSTING MANHOLES	22	only	100.00	2200.00
26	RECONSTRUCTING MANHOLES	1	only	300.00	300.00
27	TRAFFIC SIGNAL INSTALLATION COMPLETE	all Specified			18900.00

N. Bend
Mr. Cox

FORM E-30-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
August 24, 1970

To: Mr. L. W. Riley
District R/W Supervisor
ROSEBURG

SUBJECT: Fir Street-Lewis Street
Cape Arago Highway #240
Coos County

1967 Coop Const Agree
Lewis St - W.C.L.

You have been assigned prefix 106-2061 for this project.

Inasmuch as the right of way as well as the construction costs are to be shared with the city on the basis of 25% city and 75% State, this prefix should be dropped in favor of 106-2098.

Please prepare a transfer of charges for all the prior costs charged to this prefix.

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant Right of Way Engineer

JRO:GZ

cc L. H. Young
V. E. Skoog
H. S. Cox
Milner M. Mead
A. J. Viducich
Earl F. Saling
M. R. Mitchell

RECEIVED
COUNTY & CITY SECTION
AUG 24 1970
☐ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ DE ☒ RPE ☐

RECEIVED
AUG 13 1970

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-4511 ~~364-21XX~~

August 11, 1970

406-1132
17557

Coos Bay-North Bend Water Board
Box 539
Coos Bay, Oregon 97420

RE: Preliminary Right of Way Map
Fir St.-Lewis St. (North Bend) Section
Cape Arago Highway
Coos County

ATTENTION: Mr. C. W. Heckart
Manager

Gentlemen:

Our right of way map was transmitted to you by our letter of July 28, 1970 in keeping with our policy of keeping utilities advised of the State's latest thinking on a project. In this instance, our plans are not completed to a point where we can supply grade information as you requested. As soon as it is available, you will be advised.

There are some occasions where certain utilities can determine their conflicts from the information included on our right of way maps. It is for that reason that we request an estimate and sketch if the information contained on the right of way map is sufficient. We did not mean to imply that all utilities are requested to submit an estimate and sketch at the time right of way maps are furnished.

Thank you for your concern and quick response.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
AUG 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

PGP:fw

cc: F. B. Klaboe
C. T. Keasey
J. E. Holcomb

RECEIVED
AUG 11 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

106-1132
~~HIGHWAY BUILDING~~
7557
• SALEM, OREGON • 97310 • Phone 378-4511 XXXXXXX

July 28, 1970

Pacific Power & Light Company
General Telephone Company of the
Northwest, Inc.
Coos Bay-North Bend Water Board
Bay T.V.
Northwest Natural Gas Company

Re: Preliminary Right of Way Map
Fir St.-Lewis St. (North Bend) Sec.
Cape Arago Highway
Coos County

Gentlemen:

Enclosed you will find __print(s) of the preliminary right of way map, our File No. 8B-26-8, on the above subject project. The present tentative schedule calls for opening of bids on April 29, 1971.

It is the obligation of the State to reimburse the Utility for the cost of adjusting, relocating or removing its facilities which are located on private property. If you have such facilities and the enclosed information is sufficient, please prepare an estimate and sketch map in accordance with PPM 30-4 dated February 14, 1969.

This estimate and sketch map, and schedule for accomplishing the relocation should be submitted to Mr. J. E. Holcomb, Regional Utility Engineer, P. O. Box 1128, Roseburg, Oregon 97470, Phone: 672-6541, Ext. 241. The sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or a new permit for your relocated facilities.

Very truly yours,

NOTED
A. E. JOHNSON

F. D. Morgan
Construction Engineer

By:
SIGNED BY
T. W. Litchfield
~~Railroad & Utility Engineer~~

RECEIVED
JUL 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RMF:ss
cc: Northwest Natural Gas - Portland (w/plans)
Enclosure
F. B. Klaboe
C. T. Keasey
J. E. Holcomb

RECEIVED
AUG 11 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone: 378-4511
XXXXXXXXXXXX

106-1132
7557

July 28, 1970

City of North Bend
City Hall
North Bend, Oregon 97459

Re: Preliminary Right of Way Map
Fir St.-Lewis St. (North Bend) Sec.
Cape Arago Highway
Coos County

ATTENTION: Donald Harpe
City Engineer

Gentlemen:

Enclosed you will find one (1) print of the preliminary right of way map, our File No. 8B-26-8, on the above subject project. The present tentative schedule calls for opening of bids on April 29, 1971.

It is the obligation of the State to reimburse the City for the cost of adjusting, relocating or removing its City-owned utilities in accordance with the City Agreement dated March 14, 1967. If you have such facilities, and the enclosed information is sufficient, please prepare an estimate and sketch map in accordance with PPM 30-4, dated February 14, 1969.

This estimate and sketch map, and a schedule for accomplishing the relocation should be submitted to Mr. J. E. Holcomb, Regional Utility Engineer, P. O. Box 1128, Roseburg, Oregon 97470, Phone: 672-6541, Ext. 241. The sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or a new permit for your relocated facilities.

Very truly yours,

NOTED
A. E. JOHNSON

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad & Utility Engineer

RECEIVED
JUL 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RMF:ss

Enclosure

cc: F. B. Klaboe
H. S. Cox
C. T. Keasey
J. E. Holcomb

T. Edwards

RECEIVED
JUL 22 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

106-1132
N 7557

July 17, 1970

Mrs. Naedean Holmes
2680 Newmark
North Bend, Oregon 97459

Dear Mrs. Holmes:

This will acknowledge your letter requesting information as to the possibility of the State Highway Division acquiring a portion of your property in Coos County.

The property descriptions covering the parcels needed to accommodate the proposed reconstruction of the Cape Arago Highway are presently being written. I am advised by the description-writing unit of the Design Section that an easement across a portion of your frontage will be needed for slopes and drainage purposes.

It will probably be 30 to 60 days before we will be in a position to negotiate with you. If further information is desired, please advise.

Very truly yours,

ORIGINAL SIGNED
D. H. MOEHRING

D. H. Moehring
Right of Way Engineer

NOTED
TOM EDWARDS

DHM:JP
cc Tom Edwards
L. W. Riley

RECEIVED
JUL 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

N-City Limits
First-Lewis St
Cape Arago Hwy

34942

RECEIVED
[illegible]
RIGHT OF WAY

[illegible]

Dear Sirs;

I've been advised by the North Bend city Administrator that the State Highway plan to put a 4 lane Highway in front of our home, and would be buying our property out right.

Were the last house Next to the College entrance same side I'd been given to understand it would be used as a College exit.

I Need any information you can possible give me.

My husband and I are getting a devorce, Sence his papers were served him he hasn't been seen or sent any suport for his 4 Children. Were on A.D.C. Now.

I have recieved Severial offers before the devorce was known yet these people knew and want to by the House. It makes me feel

They No Something I don't.

But I have 4 little futures to worrie about. So I need to No both Sides.

So any information You can give me would be much Welcomed, as to weather it would be worth holding on to, and aproxmently for how long, or if I'd be better off Saling.

Thank You
Naedean Halmes.

Address:
Naedean Halmes
2650 NewMark
North Bend, Ore
97459

RECEIVED
JUL 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 13 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 17 1970
FOR FILING

[illegible]
106-1132
7557

June 16, 1970

Mr. John Isadore
City Manager
City of North Bend
City Hall
North Bend, Oregon 97459

Dear Mr. Isadore:

Reference is made to your visit to me today concerning highway projects in the city of North Bend. There were two projects in particular under discussion and I will handle them separately.

The first project was the proposed West City Limits of North Bend to Lewis Street Section of the Cape Arago Secondary Highway. As I advised you, we have now received design approval from the Bureau of Public Roads which allows us to proceed with writing property descriptions and immediately following up with the necessary appraisals and eventual purchases. We are actively preparing these descriptions and expect to have them completed in about two weeks. Our Right of Way Department informs me that they can begin their work soon after they receive the descriptions and that they would hope to complete the purchases by next summer. Contracting will follow as soon as sufficient funds are available.

[illegible] [illegible] [illegible] N. Bend

The second project we discussed was the proposed couplet for US101 through North Bend. As you know, we have done considerable studying of the possibilities for this proposal. Your City Council recently determined that its first choice was for the northbound leg of the couplet to occupy a portion of Sheridan Avenue rather than using Union Avenue as had been proposed by the State Highway Division. We will continue to work on this problem to see if a suitable solution can be reached. However, even if a solution is found, I do not anticipate that the State Highway Division will be in a position to fund this proposal for some time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
H. S. Cox
D. J. Barbee
C. T. Keasey

FBK:srb

RECEIVED
JUN 17 1970

FOLIO NO

106-1132
7557

June 15, 1970

Hon. Harry Graham
Mayor of North Bend
City Hall
North Bend, Oregon 97459

Dear Mayor Graham:

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 374" adopted by the Highway Commission on March 17, 1970, covering the City Limits-Lewis Street (North Bend) Section of the Cape Arago Highway in Coos County.

Also attached is a survey design approval map.

Yours very truly,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

sss
Attachments

cc Coos County Board of County Commissioners

RECEIVED
MAY 15 1970

106-1132
7557

May 15, 1970

Mr. Harold A. Leedom
City Manager
City of Coos Bay
Post Office Box 1118
Coos Bay, Oregon 97420

Dear Mr. Leedom:

Reference is made to your letter of May 7 concerning the widening of the Cape Arago Highway in the vicinity of the Southwestern Oregon Community College.

I agree with you that it is unfortunate that you are not in a financial position to proceed on a co-op job at this time as it would be highly desirable to carry the North Bend project past the Community College.

I wonder if there is any way that we could assist in achieving this needed extension by financing your 25 percent share of the approximate $50,000 cost over a period of a few years. If this is impossible, we will have to proceed with the North Bend project without the widening past the Community College.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
D. J. Barbee
H. S. Cox
C. T. Keasey - Enc.

WILLIAM L. MORIN
MAYOR

HAROLD A. LEEDOM
CITY MANAGER

SISTER CITY
LARVIK, NORWAY

CITY OF COOS BAY
P. O. BOX 1118
COOS BAY, OREGON 97420

May 7, 1970

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe, Assistant State Highway Engineer

Dear Mr. Klaboe:

I must apologize for not answering your letter regarding the possibility of widening Newmark within the City of Coos Bay in the vicinity of the entrance to Southwestern Oregon Community College. With the rush of the mall construction, the letter was filed without reply.

At the present moment all of our available City funds and then some are committed to Ocean Boulevard.

I have also discussed this with SWOCC with the idea that perhaps we could work our a "share the wealth" program, at least on a temporary basis. Unfortunately their budget is already set for the coming fiscal year and are not in a position to help at this time.

Because of this and the fact that City funds are not now available I am authorized to advise you that the City of Coos Bay cannot participate in the widening of Newmark at this time.

We would appreciate being informed of your plans as they develop.

Very truly yours,

Hal Leedom

Harold A. Leedom
City Manager

kc

Routing
[illegible]
Hall
A. Olson
Sample
Terpin
[illegible]
Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
MAY 8 1970
DESIGN
DIVISION

RECEIVED
MAY 8 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

Largest City On The Oregon Coast

OREGON STATE
HIGHWAY COMMISSION

OFFICE OF GLENN L. JACKSON • % Pacific Power and Light Co. • Medford, Oregon • 97501

TOM McCALL
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
FRED W. HILL, Member
Pendleton
THADDEUS B. BRUNO, Member
Portland

April 30, 1970

Mr. John F. Isadore
City Administrator
City of North Bend
Post Office Box B
North Bend, Oregon 97459

Dear Mr. Isadore:

This is in reply to your letter of April 22. As I stated, we have supplied the City of Coos Bay with an estimate to extend the North Bend Section of the Cape Arago Highway about 900 feet so that the job would alleviate the problem concerned with the Community College. As this was requested by the Coos Bay officials and representatives of the College, we felt it only logical that the matter be considered for inclusion in the proposed work if arrangements could be made. Actually, this has not in any way delayed the project.

Right-of-way descriptions are being prepared and we intend to begin acquisition in the near future with construction to follow as funds become available.

Sincerely yours,

Glenn L. Jackson
Chairman

NOTED
FORREST COOPER

GLJ:cjk

bc: Mr. Cooper

RECEIVED
MAY 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Verbatim to draft

Copy to: Governor
Mayor of Coos Bay
Mayor of N. Bend

5-1-70 per Mr. Jackson's instructions

RECEIVED
MAY 6 - 1970

FOR FILING

06-1132

7557

MEMO TO FILES
May 4, 1970

Commercial Street-16th Street Unit
City Limits-Lewis Street Section
Cape Arago Hwy. #240
North Bend and Coos Bay

Reference is made to subject section and related correspondence and discussion between City and State personnel regarding this matter which reveals that possibly a three-way cooperative construction-finance agreement, to include both cities, may be needed.

Under date of September 25, 1969, a hearing in North Bend was held, with testimony received regarding possible extension of the project westerly approximately 900' to 1000' to provide widening and construction in the vicinity of the Southwestern Oregon Community College. (This extension lies entirely within the city of Coos Bay.)

Mr. Klaboe, by letter of October 20, 1969, requested Mr. Leedom, City Manager of Coos Bay, to consider a 75% State-25% City cooperative project on the portion of extended project (estimated $51,000). To date, no reply has been received.

Friday, May 1, I called Mr. Leedom who admitted that, as an oversight, he had failed to reply; however, he indicated a letter would be sent in the near future. He further mentioned the possibility of College participation, time payment plan if the City Council approved, etc., with primary concern being City's monetary obligations on Ocean Boulevard (Coos Bay-Empire Highway). He will have to discuss this with his Council prior to any commitment on the Cape Arago Highway project extension.

D N Harwell

D. N. Harwell
Assistant County-City Engineer

DNH:mm

cc: Forrest Cooper ✓
R. L. Porter
F. B. Klaboe
V. D. Wolfe
D. J. Barbee
C. T. Keasey

RECEIVED
MAY 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

Mr. Cooper

RECEIVED
APR 20 1970
FOR FILING

NOTED
R. L. PORTER

STATE OF OREGON 1859

OREGON STATE
HIGHWAY COMMISSION

106-1132
7557

OFFICE OF GLENN L. JACKSON • % Pacific Power and Light Co. • Medford, Oregon • 97501

TOM McCALL
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
FRED W. HILL, Member
Pendleton
THADDEUS B. BRUNO, Member
Portland

April 14, 1970

Mr. John F. Isadore
City Administrator
City of North Bend
P. O. Box 3
North Bend, Oregon 97459

Dear Mr. Isadore:

This is in answer to your letter of April 10. The Cape Arago secondary highway project apparently involves both the City of North Bend as well as the City of Coos Bay. On October 2 the City of Coos Bay asked us to provide them with an estimate of cost on extending the project 900 feet westward to serve the Community College. This estimate was supplied on October 20, 1969 and we have not, as of this date, heard from them. As you know, this is a cooperative project involving a 25% contribution by the City of North Bend as well as the City of Coos Bay, with the State putting up 75%. Once a decision is made, this project will be programmed on the basis of available funds.

Copy
E-P.M.
Coos Bay
Council - 16th

I might say that there are a large number of cooperative projects pending with an almost total lack of State funds to cover the State's participation. In order to get this particular project scheduled, you might check with the City of Coos Bay relative to their decision on the 900 foot extension.

I am concerned relative to your statement indicating that the city managers throughout the state have been dissatisfied with the administration of the Department. I know that it is very discouraging to the city managers to be continuously turned down or delayed in the consummation of city/state projects. However, the staff has been forced to live with a condition over which they have no control, namely lack of funds in this category. There has been a continuous erosion of funds for state projects due to the allocation of funds for non-construction purposes, as well as the requirements

NOTED
FORREST COOPER

for matching money on federal projects, rise in maintenance costs, and the need to carry on the continuous program of resurfacing to maintain highways for which reconstruction funds are not available. Having to say "no" is not easy and certainly doesn't win popularity contests.

You mentioned competitive pay. I think the record is pretty clear that we have not been able to compete in bringing in new help at the standards desired. The articles which you attached to your letter, to some extent, have been taken out of content, particularly the one having to do with the Commission's attitude relative to Highway 101. It has been the policy of the Commission over the years to try to develop Highway 101 as a scenic highway with standards to meet the volume and type of traffic with a program of developing the lateral highways inland to serve the industrial and commercial needs of communities along the coast.

To subject Highway 101 to a freeway or limited-access type of construction standard would impair the scenic and recreational values of the coastal area. It is recognized that many areas should be straightened and widened and in some cases, relocated to provide a safe highway with adequate capacity for the type of vehicles that are served. Roads leading east and west from Highway 101 are being improved as rapidly as funds are available. We estimate the coastal area, with the access roads required to serve it, would cost approximately $92 million at present prices. I think it would be very inaccurate to claim that the Commission has disregarded the needs of the coast. In fact, I think the records will bear out that the allocation of funds for highways affecting the coast have been considerably larger than either the population or traffic counts would justify. On the otherhand, the Commission has always felt that the potential of the coastal area justified the Commission's policy.

I recognize that the responsibility for highways, parks and recreation, and the needs of the tourist industry, are matters of vital interest to the public, and any Department or Commission charged with responsibility with limited funds will continually find themselves in a position of being unable to satisfy a very large percentage of the public.

Sincerely yours,

Glenn L. Jackson
Chairman

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[illegible]
OFFICE OF
[illegible] HIGHWAY ENGINEER

GLJ:ejk

bc: Governor McCall, Forrest Cooper, Mayor & City Council of North Bend

RECEIVED
APR 16 1970
FOR FILING

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7557

CITY OF NORTH BEND

P. O. Box B
NORTH BEND, OREGON 97459

April 10, 1970

Honorable Glenn L. Jackson
Chairman, Oregon State Highway Commission
c/o Pacific Power and Light Company
Medford, Oregon 97501

Dear Mr. Jackson:

copy to P.M. Coos Bay [illegible]

I am enclosing copies of two pertinent articles from the Coos Bay World under date of March 30, 1970 which I thought you might be interested in receiving.

orig [illegible] 70

These articles, I feel, typically represent the feelings of city managers thorughout the state of Oregon. Needless to say, most have been reluctant to speak out on the subject for fear of retaliation on local projects. I have tried for some seven years, to have our Oregon managers appear with their objections or forward them in writing to your body, to no avail.

In my opinion, the State Highway Department is and has been the most poorly administered of all state departments. With all due respect to Forrest Cooper and Tom Edwards, with their staff who are extremely able and qualified it is to say the least frustrating that the smallest details must be referred to them for a yes or no.

If The World quoted you correctly I must take strong exception with your statement regarding competitive pay, as two of the state division engineers came to work for me at lower salaries due to the hierarchy and lack of challenge in the division.

Please accept this letter with the intent it was written as "constructive criticism".

I, also, make an earnest plea to you and the State Division of Highways to fund the City of North Bend's project consisting of widening three-fourths of a mile of Cape Arago secondary highway. Public hearings have been held, studies made, and this project has been pending four years. In the interval

NOTED
TOM EDWARDS

NOTED
TOM EDWARDS

BEAUTY SPOT OF THE OREGON COAST

traffic has been compounded by a shopping center, community college, and heavy residential construction. The City of North Bend appeals for relief on this critical project.

Any consideration you can show this request will be appreciated.

Sincerely,

John F Isadore

John F. Isadore
City Administrator

JFI:a
Enclosures

cc: Forrest Cooper ✓
Governor Tom McCall
Mayor and City Council

RECEIVED
APR 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 13 1970
FOR FILING

166-1132
7557

March 13, 1970

Oregon State Highway Commission

Gentlemen:

A construction-finance agreement has been signed with the City of North Bend for the construction of the West City Limits-Lewis Street Section on the Cape Arago Highway in Coos County. Hearings have been held and we have design approval from the Bureau of Public Roads.

This project is 0.71 mile in length. The existing facility will be improved to a 66-foot section with four 12-foot travel lanes, a two-foot median and eight-foot shoulders. The estimated construction cost is $280,000 and the estimated right-of-way cost is $20,000 for a total estimated cost of $300,000.

I recommend survey-design approval and request that the project be added to our current State Construction Program with construction to take place when funds become available.

This matter will be on the agenda for your consideration at the March 17 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

In - Resol- 374
for map
6.15.70

Attachment

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
D. J. Barbee
D. H. Moehring
F. D. Morgan
V. E. Skoog
C. T. Kessey

BLG:bb sr

Map attached to Commissioners' copies.

RECEIVED
OCT 9 - 1969

FOR FILE

106-1132
7557

CITY OF NORTH BEND

P. O. Box B
NORTH BEND, OREGON 97459

October 2, 1969

Routing E
1 Morgan ///
Docker
Bond
Walker
Boehme
Johnsen
[illegible]
[illegible]
Glenn
Litchfield
[illegible]
[illegible]

RECEIVED
OCT 1969
CONSTRUCTION DIVISION

Mr. Frank Morgan
Construction Engineer
State Division of Highways
Salem Oregon

Re: Cape Arago Highway widening
North Bend City Limits

Dear Mr. Morgan:

I wish to take this opportunity to thank you and the members of your staff in regard to the above referenced hearing, and to commend you in the manner in which it was conducted, and the interest and attention the state is giving this project.

I am attaching. for your reference, a capsuled transcript of the public hearing, and the City of North Bend's understanding of the conclusions of that public hearing.

I also wish to reiterate that we would request the most expeditious handling of this project at the earliest possible time that funds become available in order to relieve and improve traffic conditions in this heavily travelled section of the state highway system. I offered to you the services of the city staff and facilities at any time to help you and your organization to commence this project, in full recognition of the financial limitations you are now working under, and the assurance given to me by Mr. Glen Jackson and Mr. Forrest Cooper that these projects are handled on a priority basis dictated upon the date of contractual agreements and without political considerations.

NOTED
F. B. KLABOE

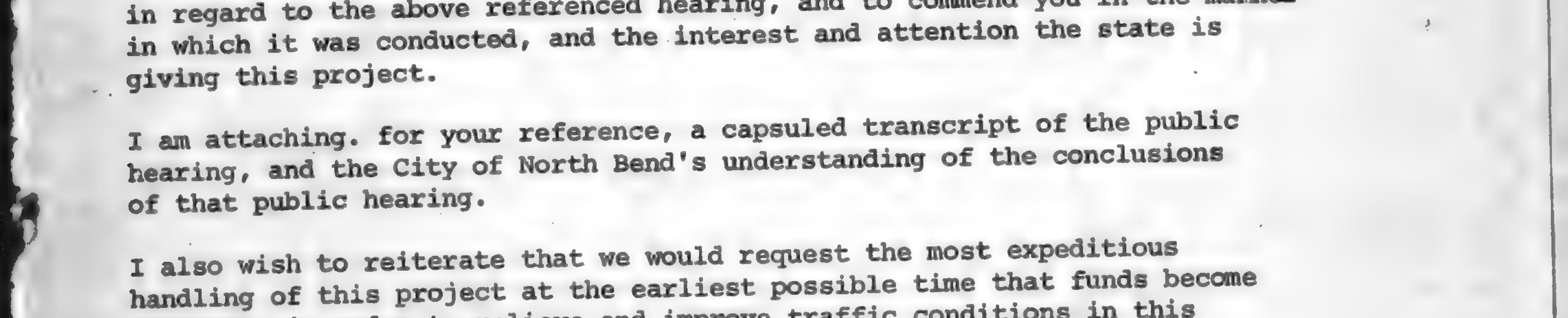
- Barber
Klaboe
Query

Sincerely,

John F. Isadore

John F. Isadore
City Administrator

RECEIVED
OCT 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER



JFI/k

Enc.

BEAUTY SPOT OF THE OREGON COAST

PUBLIC HEARING - STATE HIGHWAY DIVISION

September 25, 1969

At 7:00 P.M., September 25, 1969, the State Highway Division held a public hearing with the North Bend City Council, staff representatives, bay area representatives and other interested persons present. The total in attendance was 46.

The State Highway Division, under the chairmanship of Mr. Frank Morgan, Construction Engineer, presented plans for future widening of Newmark Street to the west city limits.

John Isadore, City Administrator of the City of North Bend, indicated the city's favorable reaction to the plans as outlined by the State Division of Highways and assured the Division that the City of North Bend is ready, willing and able to participate in this project on a 75-25% matching basis.

Mr. Jack Brookins, President of Southwestern Oregon Community College, appeared and asked that planning be given to providing better access and egress to the SWOCC westerly entrance at this time due to turning movements in excess of 3,000 cars per day, and the hazard that they now pose.

Mr. Hal Leedom, City Manager of Coos Bay, appeared and requested the State Highway Division to give consideration to planning for the widening of the Cape Arago Secondary highway to its intersection at the Empire district (where it intersects Ocean Boulevard).

City Administrator, John Isadore, asked to be heard, and emphasized that the City of North Bend had no objections to these considerations, as long as they did not delay the widening of the Cape Arago section of the highway within the North Bend city limits. He also posed the question to the State Highway right-of-way representative to the effect "would the city be compensated either in cash or in credit toward its 25% share for right-of-way dedicated to the city and necessary to this project?" The State Division representative replied that he could not answer the question at that time, but would report at a later date on its findings.

After other questions from the audience and further explanation by the State Highway Division, the public hearing was closed.

John F. Isadore

John F. Isadore
City Administrator

k

NORTH BEND FIRE DEPARTMENT
1880 McPHERSON AVENUE
NORTH BEND, OREGON 97459

Sept. 25, 1969

Hon. Frank Morgan, Construction Engineer
State Division of Highways
Chairman, Public Hearing of 9-25-69
North Bend, Oregon

Dear Sir:

Due to the limited main arterial routes through our city, this section of the Cape Arago Highway (Lewis Street to west City Limits) is of great importance in the movement of fire and rescue equipment in the western part of our city, and in the movement of emergency equipment in the Coos Bay area when a mutual assistance is received or requested by the City of North Bend or adjoining municipalities, Rural Fire Protection Districts, or the Coos Head Naval Facility.

This route, as it exists today, is a bottleneck and slows down our response to emergency calls. It is also hazardous to our firemen, who are responding to the emergency scene via emergency and private vehicles.

The City of North Bend will be regraded by the Oregon Insurance Rating Bureau for the purpose of establishing new fire insurance rates for the residents of our city in late 1970 or early 1971. It would be to our advantage to have this work completed, if at all possible, prior to this regrading of our city.

Therefore, I would like to go on record as being in favor of this improvement project and urge that it be accomplished as soon as possible.

Respectfully submitted,

Clyde Centers
Clyde Centers,
Fire Chief

Routing
I Morgan M
Decker
Bond
Walker
Bourne
Johnson

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OCT [illegible] 1969
CONSTRUCTION
DIVISION

[illegible] E
Swan
Glenn
Litchfield
Gallagher
Stein

C-Klaboe
Barbee
Querry

CC:pbm

"FIGHT FIRE WITH FIRE PREVENTION"

RECEIVED
OCT 8 - 1969

FOR FILING

106-1132
7557

October 8, 1969

Mr. John F. Isadore
City Administrator
City of North Bend
City Hall
North Bend, Oregon 97459

Dear Mr. Isadore:

Re: City Limits-Lewis Street Section, Cape Arago Highway, Coos County

During the course of the formal hearing on this project on the evening of September 25, you asked Mr. Oakes if there is a State policy in regard to crediting the City for the right-of-way from City property necessary for the cooperative project.

Inasmuch as the State has made a practice of relinquishing title to any excess land required for public road purposes at no cost to the jurisdiction involved, we would expect that any land belonging to the City needed for a cooperative project be relinquished at no cost to the project. If, however, any improvements are involved, or if the taking of the necessary right-of-way from the property involves damage to the remainder, we would expect to credit the amount as established by a State appraiser to the City's share of the project.

We hope this adequately answers your question.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
G. E. Rohde
D. J. Barbee
H. S. Cox
D. H. Moehring
L. W. Riley

JRO:gz srb

RECEIVED
OCT 3 - 1969
FOR FILING

-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

406-1132

7557

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 24, 1969

In reply refer to: 08-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project SU-207(-)
Lewis Street - City Limits (N. Bend) Section
Cape Arago Highway

Klaboe

Based on the information submitted with your letter of September 8, 1969 the proposed typical sections for the subject project are approved.

It is felt that the proposed typical sections will function satisfactorily for the next several years; however, the elimination of parking on one side of the facility may become necessary as the traffic increases, in order to function in a safe and efficient manner.

10-2-69

Barbee - Young
BY ASST. STATE HWY. ENGR.

RECEIVED
SEP 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 3 - 1969
FOR FILING

-121 (12-67)
UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

106-1132

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 24, 1969

In reply refer to: 08-35-DB

7557

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

for

SUBJECT: Oregon Project SU-207(-)
Lewis Street - City Limits (N. Bend) Section
Cape Arago Highway

Klaboe

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10-2-69

Barbee-Young
By Asst. State Hwy. Engr

RECEIVED
SEP 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 11 1969
FOR FILING

Corr
Proj
Newmark - N Bend

sp

September 8, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Lewis St.-City Limits (N.Bend) Sec.
Project UG-207(-)
Cape Arago Highway, FAS-261
Coos County

Dear Sir:

We hereby request your approval of the following proposed typical sections for the subject project, based on data set forth hereinafter.

Typical Sections:

A. Portion along Newmark Street; four 12-foot travel lanes, 2-foot median and 8-foot shoulders. Surface width from curb to curb 66 feet with parking permitted.
B. Portion along Broadway Street; four 11-foot travel lanes and 8-foot shoulders. Surface width from curb to curb 60 feet with parking permitted.

The proposed typical sections are substandard when compared with our standard for a Class A, 4-lane facility, based on a 1968 ADT of 7,300 and projected 1989 ADT of 12,000, which requires four 12-foot travel lanes, 14-foot median and 10-foot parking lanes. However, the proposed typical section does meet the requirements of the "Geometric Design Standards for Highways other than Freeways 1969" as adopted April 1969 and published by AASHO. Parking will be permitted throughout the project.

The proposed typical section on Newmark Street matches the existing Woolridge Street facility to the west and the proposed typical section on Broadway Street matches the existing Lewis Street to the north. The proposed typical sections will minimize the right of way required so where businesses and families will not be displaced.

A copy of the corridor design hearing map for the project is enclosed to provide information as to the general location and length of the proposed project. Also enclosed is a large scale sketch of the intersection of Newmark and Broadway Streets.

Mr. R. E. Simpson
September 8, 1969
Page 2

We shall appreciate having this matter expedited, as the formal corridor design hearing is scheduled for September 25, 1969. Please advise if additional information is required.

Very truly yours,

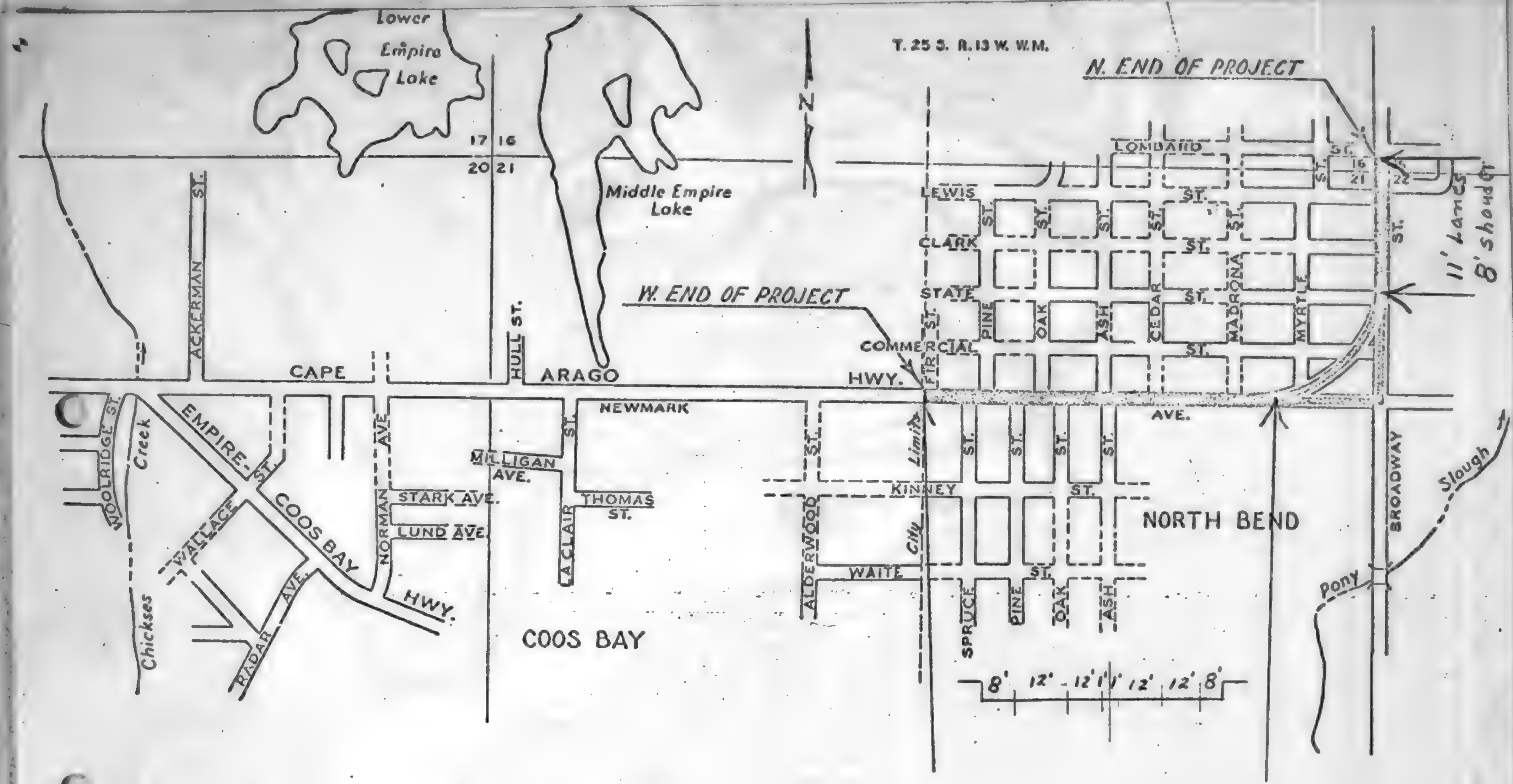
Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

JG:dg
Encl.

cc: F. B. Klabee
D. J. Ranbee
Victor D. Wolfe
D. H. Moehring
H. S. Cox
K. L. Schroeder
C. T. Ramsey
R. M. Chase

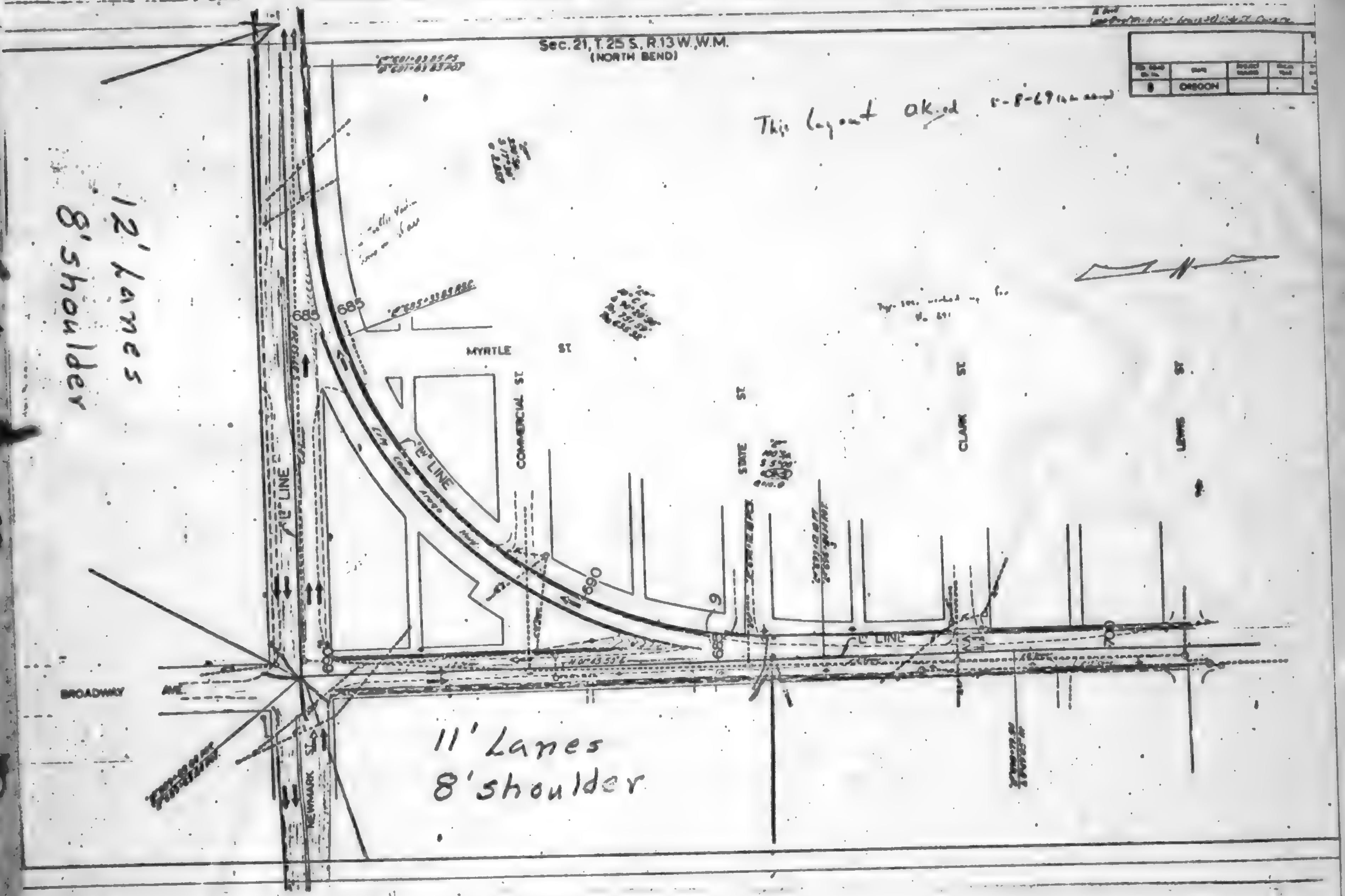

Lower Empire Lake
Middle Empire Lake
17 16
20 21
T. 25 S. R. 13 W. W.M.
N
N. END OF PROJECT
W. END OF PROJECT
CAPE ARAGO HWY.
NEWMARK AVE.
ACKERMAN ST.
HULL ST.
WOOLRIDGE ST.
Chickses Creek
EMPIRE-COOS BAY HWY.
WALLACE ST.
RADAR AVE.
NORMAN AVE.
STARK AVE.
LUND AVE.
MILLIGAN AVE.
LACLAIR ST.
THOMAS ST.
COOS BAY
ALDERWOOD ST.
KINNEY ST.
WAITE ST.
City Limits
SPRUCE ST.
PINE ST.
OAK ST.
ASH ST.
CEDAR ST.
MADRONA ST.
MYRTLE ST.
FIR ST.
COMMERCIAL ST.
STATE ST.
CLARK ST.
LEWIS ST.
LOMBARD ST.
16 21 22
NORTH BEND
BROADWAY ST.
Pony Slough
11' Lanes
8' shoulder
8' 12' 12' 1' 1' 12' 12' 8'

OREGON STATE HIGHWAY DEPARTMENT

Corridor & Design Hearing Map

CITY LIMITS - LEWIS STREET
(NORTH BEND)

CAPE ARAGO HIGHWAY
COOS COUNTY


Sec. 21, T. 25 S., R. 13 W., W.M.
(NORTH BEND)
8
OREGON
MYRTLE ST
COMMERCIAL ST
STATE ST
CLARK ST
LEWIS ST
BROADWAY AVE
NEWMARK
LINE
685
685
690

This layout ok'd 5-8-69

12' Lanes
8' shoulder

11' Lanes
8' shoulder

Forrest Cooper

CERTIFIED MAIL

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 30, 1969

North Bend City Council
City Hall
North Bend, Oregon 97459

Attention: Hon. Harry Graham
Mayor

Gentlemen:

The Oregon State Highway Commission has proposed plans for future right-of-way acquisition and construction on the City Limits-Lewis Street (North Bend) Section of the Cape Arago Highway lying within the City of North Bend, Coos County, Oregon. The proposal consists of widening and reconstruction of the existing alignment to present day four-lane standards. The routing of the proposal is approximately as shown shaded on the attached map.

In conformance with federal regulations and state statutes, the Highway Commission will have a notice published in the appropriate newspapers in the vicinity. The federal requirement is that the notice appear for two successive weeks, so it will appear in the Wednesday or Thursday, July 2 or 3, and Wednesday or Thursday, July 9 or 10, 1969, issues of the papers. This notice is to inform interested persons of the proposal and to afford them an opportunity to request a hearing if they so desire.

This notice will contain information asking that requests for a hearing be directed to the North Bend City Council. The deadline for such a request has been set as Thursday, July 24, 1969.

A reply as to whether or not any requests for a hearing are received would be appreciated by Thursday, July 31, 1969.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

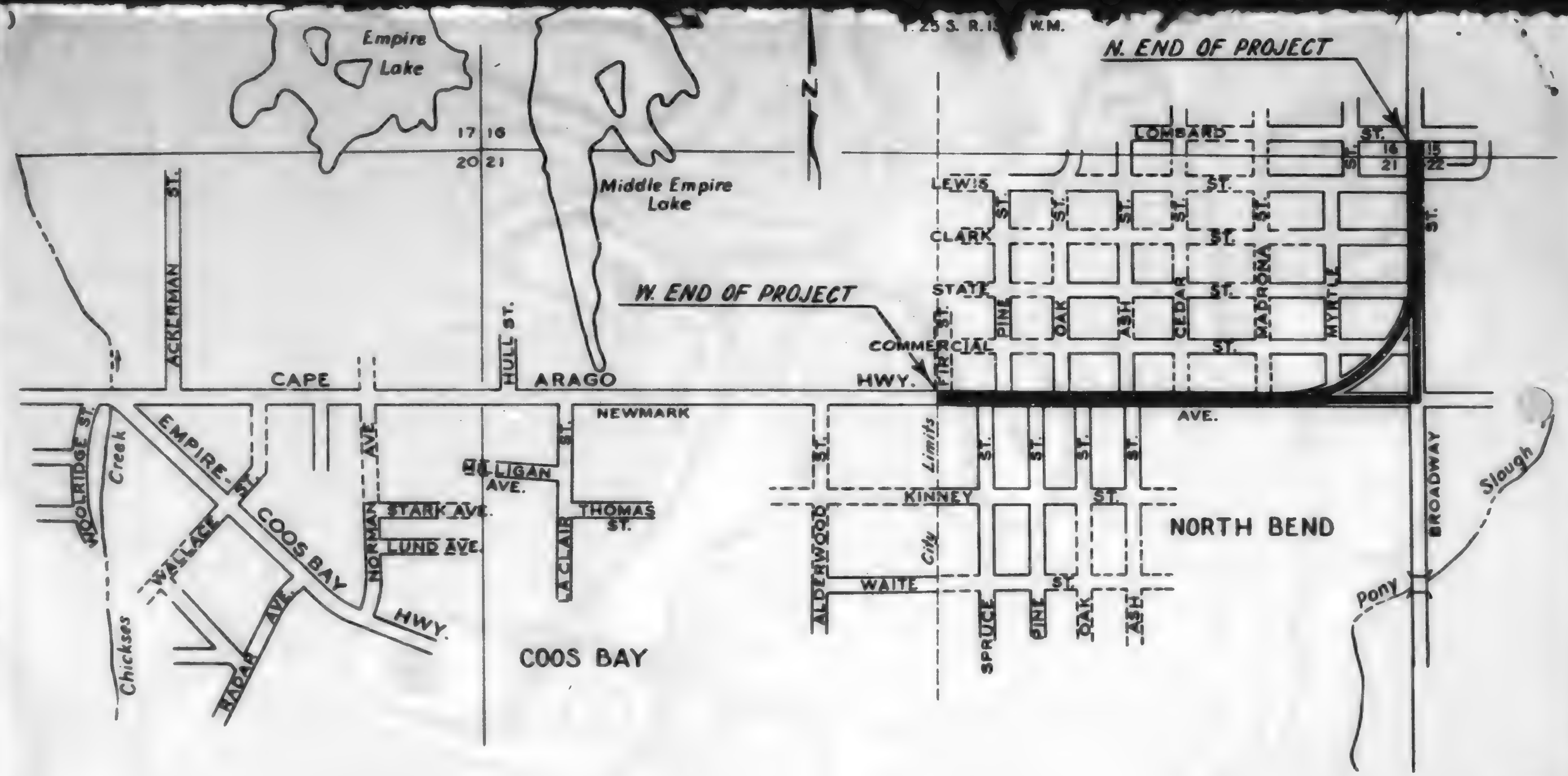
DNH:lat
Att: Map

cc: Please see second sheet

NOTED
FORREST COOPER

RECEIVED
JUN 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Highway Commission, 3
Forrest Cooper
R. L. Porter
Tom Edwards
L. P. Shaw
F. B. Klaboe
V. D. Wolfe
Ralph Sipprell
L. H. Young, 2
D. J. Barbee
D. H. Moehring, 2
V. E. Skoog
G. E. Rohde, 2
F. D. Morgan
H. S. Cox
R. L. Schroeder
D. G. Talbot
R. N. Chase
A. D. Olson
I. D. Merchant
T. W. Litchfield
B. L. Gifford
D. L. Trout
W. H. Tebeau
J. J. Earley
S. J. Couper
C. T. Keasey
U. S. Bureau of Public Roads, Salem and Portland
U. S. Department of Housing, Urban Development; Portland and San Francisco
U. S. Department of Interior, Portland
Bureau of Outdoor Recreation, Seattle
Office of the Governor, Planning Section
Office of the Governor, Committee on Natural Resources
Fish Commission of Oregon, Portland
Oregon State Department of Forestry, Salem
Oregon State Game Commission, Portland
Department of Commerce, Commerce Building, Salem
Soil and Water Conservation Committee, Agriculture Building, Salem
State Marine Board, Agriculture Building, Salem
Division of State Lands, Agriculture Building, Salem
Public Utility Commission, Public Service Building, Salem
Oregon State Board of Health, Sanitation and Engineering Division, Portland
Oregon State Board of Aeronautics, Salem
Oregon Council of Architects, AIA, Portland
General Telephone Company of the Northwest, P.O. Box 1100, Beaverton 97005
Coos County Planning Commission, Coquille 97423
Senator Sam Dement, 724 7th St., Myrtle Point 97458
Representative Rod McKenzie, Cape Blanco Rd., Sixes 97476
Representative Jack Ripper, P.O. Box 293, North Bend 97459
Coos Inter Ed District, 2405 Colorado Street, North Bend 97459
Coos Bay-North Bend Water Board, City Hall, Coos Bay 97420
Bay Television, Inc., 211 I. O. O. F. Building, North Bend 97459
Northwest Natural Gas Company, 123 N. W. Flanders St., Portland 97209
John F. Isadore, City Manager, City Hall, North Bend 97459
Coos County Board of Commissioners, Courthouse, Coquille 97423
North Bend School District #13, Airport Way East, North Bend 97459
North Bend City Planning Commission, City Hall, North Bend 97459
Pacific Power and Light Company, Public Service Building, Portland 97204


T. 25 S. R. 13 W.M.
N. END OF PROJECT
W. END OF PROJECT
Empire Lake
Middle Empire Lake
17 16
20 21
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LOMBARD ST.
LEWIS ST.
CLARK ST.
STATE ST.
COMMERCIAL ST.
FIR ST.
PINE
OAK
ASH
CEDAR
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MYRTLE
ST.
CAPE ARAGO HWY.
ACKERMAN ST.
HULL ST.
NEWMARK AVE.
MILLIGAN AVE.
LACLAIR ST.
THOMAS ST.
STARK AVE.
LUND AVE.
NORMAN AVE.
EMPIRE-COOS BAY HWY.
WALLACE
RADAR AVE.
WOOLRIDGE ST.
Chickses Creek
ALDERWOOD ST.
KINNEY ST.
WAITE ST.
City Limits
SPRUCE
PINE
OAK
ASH
BROADWAY ST.
NORTH BEND
COOS BAY
Pony Slough

OREGON STATE HIGHWAY DEPARTMENT

Corridor & Design Hearing Map

CITY LIMITS - LEWIS STREET
(NORTH BEND)

CAPE ARAGO HIGHWAY
COOS COUNTY

RECEIVED
JUL 3 - 1969

FOR FILING

6-1132
557

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER

See me please
RLP

MEMO TO FILES
June 27, 1969

Highway Matters
City of North Bend

On Wednesday, June 25, the undersigned met with City Manager John Isadore and City Engineer Donald Harpe in North Bend to discuss the TOPICS program.

Prior to discussing the TOPICS program, Mr. Isadore expressed the City's complete feeling of despair in its dealings with the Highway Department. They feel that their requests for highway improvements have been laid aside in favor of other communities.

In particular, they feel that there has been a lack of action or response to their inquiries in the following areas:

1. 75-25 cooperative project on the West City Limits-Lewis Street Section of the Cape Arago Highway.
2. Couplet proposals for the Oregon Coast Highway in the central business district.
3. Traffic signal installations.
4. General highway matters (no response or partial reply).

He expressed the concern that the City Council may become very vocal in their demand for improvements and improved recognition.

Richard Unrein
Richard Unrein
Urban-Aid Engineer
County and City Division

RU:eb

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
Tom Edwards
L. P. Shaw
V. D. Wolfe
C. T. Kenney

NOTED
F. B. KLABOE

RECEIVED
JUN 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

For action [illegible]

RECEIVED
APR 2 - 1969

FOR FILE
106-1132
7557

Salem, Oregon 97310
April 2, 1969

Mr. D. J. Barbee
Design Engineer
BUILDING

2785
2786

Reference is made to the City of North Bend's request that we proceed with a cooperative project on the Cape Arago Highway.

While we do not at this time have sufficient funds to finance our portion, we would like to proceed with hearings, et cetera, in order to line the project up for right-of-way acquisition, with construction to follow when funds become available.

Please therefore take the proper steps to inform the City of our proposal and, after having done this, proceed with a combined hearing.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Victor D. Wolfe
L. H. Young
H. S. Cox

RECEIVED
APR 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1969

Assignment: FBK-2786
SUBJECT: North Bend West City Limits-
Intersection of Newmark and Broadway
Cape Arago Highway
Coos County

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

Reference is made to your letter of March 20 requesting an up-to-date estimate on the above project. The estimated construction and right-of-way cost is $260,000. This estimate is for the section from the west city limits of North Bend, down Newmark Street to the intersection of Broadway Avenue and including approximately 850 feet of Broadway Avenue, and the one-way curve connecting Newmark Street and Broadway Avenue. The typical section is a 66-foot curbed street section.

It is my recommendation that the free flowing, one-way curve connection between Newmark Street and Broadway Avenue be retained. Any traffic problems in this area can be handled by signing and channelization. The Division office was contacted and it was their feeling that this connection should be left as it is.

D. J. Barbee

D. J. Barbee
Design Engineer

DEK:jp

RECEIVED
MAR 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-90 90M 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
March 20, 1969

SUBJECT:

To: Mr. D. J. Barbee
Design Engineer
BUILDING

Reference is made to a Memo to the Files by Si Cox dated March 3 concerning his meeting with certain officials of the city of North Bend.

Item No. 1 concerns the City's desire to four lane the Cape Arago Highway between Lewis Street and the North Bend city limits. Please firm up our estimates for the cost of this project and report to me.

The City, in their request for this project, also stated that they would like to make the intersection of Newmark and Broadway a straight intersection and eliminate the curve connection between the two streets.

I do not believe this would be a good idea; however, I would like your recommendation.

FB Klaboe
F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Enc.

cc: Victor D. Wolfe

Barbee
Hall
A. Olson
Sample
Terpin
Swenson

RECEIVED
MAR 17 1969
DESIGN
DIVISION

Hackleman
R. Olson

3-17-69

MEMO TO THE FILES:
March 3, 1969

Tuesday, February 25, 1969, I met with John Isadore, Donald Harpe and the North Bend Chief of Police in the City Hall at North Bend.

* Whole job to Engineer
650,000

#1
Turns to C. L.
300,000.

The first problem discussed was improvement of Cape Arago Highway #240 from Lewis Street to North Bend city limits. Mr. Isadore felt that this project should be priority #1. He further stated that the City has their share of money available and are ready to go. Two items are of primary concern to the City - 1) City desires that the intersection of Newmark and Broadway be an intersection, and that the course presently being used be abandoned. Broadway, to the south of this intersection, and Newmark, to the east, have been improved by the City and it is their feeling that a signal controlled intersection is less hazardous than the present traffic scheme. 2) Southwestern Oregon Community College is situated just westerly of the North Bend city limits on Newmark (Cape Arago Highway), and they are most anxious to get a deceleration lane to their rear entrance (most easterly entrance). This deceleration lane would start within the North Bend city limits and reach full width at approximately the city limits. The college has plans drawn for this widening, and Mr. Isadore asked if he should advise them to submit such plans. I advised against this and suggested that we would contact them at the proper time. The City would like to be advised when this project might be constructed and the cost thereof.

no!

#2

The downtown couplet was next under discussion. I did all possible to cool this one explaining that the Arago Highway project would likely be all we could handle financially. Another complication to the use of Union Avenue is the hospital. They are strongly opposed for use of Union Avenue as a couplet.

#3

Mr. Isadore and Mr. Harpe then made their pitch on Simpson Wayside and the industrial road proposal. My contribution to this consisted mainly in listening. I did, however, venture that a $150,000 contribution seemed pretty steep (refer to correspondence). Their proposed typical section would consist of two 12' travel lanes with 4' shoulders. Their next proposal will probably be for State to build (or participate) that portion on State right of way.

Traff...
R/D
No
[illegible] letter
[illegible]

#4
Tom:
Please handle
First

The Police Chief commented on the effectiveness of the flashing light southerly of Washington Avenue (north-bound lane) and the sign advising of signals ahead. He would like to see such a device and sign installed for the south-bound lane in the vicinity of Montana and Sherman. They feel that this is the most effective means of slowing the south-bound traffic.

The remainder of the meeting was mainly gripes - such as delays in answering letters, etc. They contend that all cities are not treated equally, and indeed other cities have advised them to go directly to their legislators or the Highway Commission.

I advised the city officials that all the points that were discussed would be brought to the attention of top Highway Department personnel.

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MAR 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

H. S. Cox
County and City Engineer

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
C. T. Kenney

HSC:sb

N. Bend, Hwy 9
Simpson Wayside

File

X-Ref: 3/14/69 Coop Const Agree
Lewis St.-To .C.L.
Cape Arago Hwy 240

X-Ref: GC, Hwy 9 (Sherman Ave
Sherman Ave-Sheridan Ave
Complete

NOTED
H. S. COX

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 5, 1969

Mr. John F. Isadore
City Administrator
City Hall
North Bend, Oregon

RECEIVED
FEB 6 - 1969
ENGINEER
COUNTY & CITY DIVISION

Dear Mr. Isadore:

Thank you for your letter of January 30 concerning the problems in North Bend.

I am forwarding the entire file to Mr. Cox of our County and City Division. I am sure he will be in touch with you in due course of time.

See
FBK
TE
LPS

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Lloyd Shaw (enc.)
Victor D. Wolfe
F. B. Crandall (enc.)
H. S. Cox (enc.)

NOTED
DON HARWELL

CITY OF NORTH BEND
NORTH BEND, OREGON 97459

January 30, 1969

Oregon State Highway Department
Highway Building
Salem, Oregon

ATTENTION: Tom Edwards, Asst. State Highway Engineer

Gentlemen:

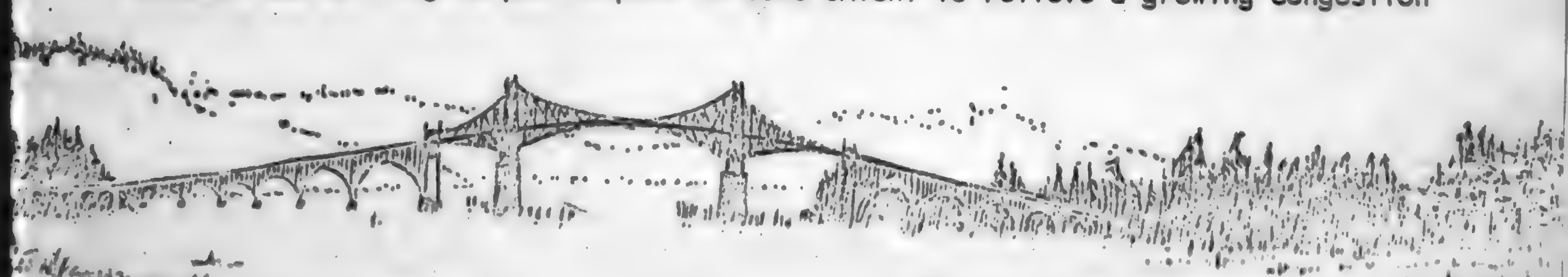
~~I am enclosing copies of correspondence with your department dating back to 1965 in regard to Simpson Wayside. The latest is your letter dated January 2, 1969 in regard to state participation in the intersections of an industrial street entering state highway 101 at that location.~~

~~Due to the ever increasing volume of traffic on 101 and especially heavy traffic -- chip trucks, cement trucks, logging trucks, etc. that are using the south approach to the industrial park under McCullough Bridge and are forced to make left-hand movements coming from the north or going to the south, it appears that a critical safety factor could be eliminated if some attention by the State or further review could be given to the plan submitted by Mr. Harpe to your staff. Or, perhaps a discussion by your field personnel with the industrial users at this location could provide you with pertinent facts that would allow your reconsideration of our request for State participation in intersections which would eliminate all left turn movements at this point.~~

Needless to say, the City of North Bend has also indicated to your staff its interest in widening Cape Arago secondary from its present terminus as four-lane highway at Lewis Street within our City limits to our west City limits and have signed, approximately two years ago, an agreement to participate with the State on a 25-75% matching basis.

Transfer

In addition, Southwestern Oregon Community College is vitally interested in this project and willing to participate to some extent to relieve a growing congestion



BEAUTY SPOT OF THE OREGON COAST

problem at the westerly City limits.

The City Council, after lengthy Planning Commission meetings and Citizens Advisory meetings went on record favoring a one-way grid-- the Sheridan-Sherman route -- after your personnel surveyed a one-way grid system for Sherman Avenue; however, since our letter to your department concerning this choice, we have heard nothing further on this matter from your department.

Needless to say, due to the interval of time that has elapsed in each of these instances, I feel it would be beneficial both to your department and to representatives of the City if we could arrange a meeting at your convenience in the next several months to discuss these matters and go over them in detail with you.

$

I realize at this time, due to the more critical problems facing you and your department, that this meeting must necessarily be deferred until such time as it would be more feasible for you to meet with us.

Any consideration or suggestions you may have to offer in these matters will be sincerely appreciated.

Very truly yours,

John F. Isadore

John F. Isadore
City Administrator

JFI/k

cc: City Engineer
Mayor and City Council

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FEB 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

N. Bend
X-ref Coop Const Agree
~~File~~ } Gen'l Corresp

ON, CHAIRMAN
, MEMBER
HILL, MEMBER

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 23, 1967

Mr. John F. Isadore
City Administrator
City of North Bend
Box B
North Bend, Oregon 97459

NOTED
P. B. Auensmaier

Dear Mr. Isadore:

I have your letter of August 8 re highway matters in the North Bend area.

The status of the project on the Cape Arago Secondary Highway is the same as indicated to you in previous correspondence; namely, that it will be undertaken when funds are available, which they are not at the present time. I cannot give you any indication as to when we might be able to finance this job.

Coop Const agree 3/19/67 Lewis St. W. City Lim

Referring to improvements at Simpson Wayside at North Bend, it is just not possible for us to undertake a project there at this time. Due to the action of the legislature, it has been necessary to revise many of our programs and we do not have money or personnel available for many needed improvements in the state.

G.L.

Very truly yours,

RECEIVED
AUG 23 1967
ENGINEER
COUNTY & CITY DIVISION

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Lloyd P. Shaw
Victor D. Wolfe
H. S. Cox
David Talbot
L. R. Chandler

NOTED
HAROLD REYNOLDSON

NOTED
MAINOR C. HOLMES

CITY OF NORTH BEND
NORTH BEND, OREGON 97459

August 8, 1967

State Highway Department
Salem
Oregon

ATTENTION: Forrest Cooper

Gentlemen:

Approximately seven months ago the City Council passed a resolution indicating they were willing to participate in the widening of the Cape Arago secondary highway from Lewis Street to the west city limits. We have not heard any further in regard to this matter.

Coop Const

In addition, approximately four months ago your Resident Engineer advised the city that plans for a one-way grid in the central business district and affecting 101 would be formulated and sent to the Council by July. Again, we have had no further word on this project.

Sherman ave-Sheridan
Complet, Aug 9
Prospective
December '66
7.

Several years ago, I was in contact with Mr. Wilder of your department in regard to improving Simpson Wayside for day-use facilities. After an inspection tour, he advised me that the idea was feasible and improvements would be undertaken. Early this year, I wrote to Mr. Wilder in regard to the matter and requested he attempt to obtain funds for these improvements.

G.C.

I wonder if you would be kind enough to give me a status report on these projects?

Sincerely,

John F. Isadore
John F. Isadore
City Administrator

JFI/klt

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AUG 9 - 1967
[illegible]
STATE HIGHWAY [illegible]

RECEIVED
AUG 9 1967
OREGON
STATE HIGHWAY COMMISSION

BEAUTY SPOT OF THE OREGON COAST

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APR 17 1967
FOR FILING
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7557

Agenda 4f

March 20, 1967

City of North Bend
City Hall
North Bend, Oregon

MISC. CONTRACTS and AGREEMENTS No. 3305

Gentlemen:

Enclosed for your files is a fully executed copy of a cooperative construction agreement covering the Lewis Street-West City Limits Section of the Cape Arago Highway in Coos County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

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FEB 8 - 1967
FOR FILE

106-1132
7557

February 3, 1967

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the March 14 Commission meeting will be a cooperative construction/finance agreement with the City of North Bend pertaining to the Lewis Street-West City Limits Section of the Cape Arago Highway in Coos County.

This agreement provides for construction of the project, relocation of utilities, parking restrictions, grade revisions, et cetera within the city. Upon completion of the project, the City will assume maintenance, jurisdiction, and control of the portion of right-of-way, including sidewalks, lying outside the curb line of the project.

The project is estimated to cost $300,000 of which the City has agreed to pay 25 percent of the total cost. The City is aware that construction of this project will be held in abeyance until construction funds are available and approved by the Highway Commission.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
H. S. Cox
L. R. Chandler

RU:nr bg

FORM 2-128X 50M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

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JUL 28 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

July 27, 1966

NOTED
RICHARD UNREIN

Mr. John F. Isadore
City Manager
City of North Bend
North Bend, Oregon

Dear Mr. Isadore:

During a recent meeting with members of your City Council and community, I promised to provide you with a reconnaissance estimate for the cost of improving the Cape Arago Secondary Highway between Lewis Street and the North Bend city limits and between the North Bend city limits and the "Y" in Empire.

Our estimate was based on a 64-foot street section which we believe would be necessary to handle the existing 5,000 ADT plus future needs. It is tabulated below:

	North Bend Segment Lewis St.-City Limits	Coos Bay Segment City Limits-Woolridge St.
Length, mile	0.7	0.9
Grade and Pave	$280,000	$330,000
Structures	- - -	- - -
Right-of-Way	20,000	30,000
Estimated Construction Cost	$300,000	$360,000

If the City of North Bend is interested in a cooperative project for that section within its city limits, please advise and I will prepare agreements covering the proposal. After these agreements have been executed by the City, I will forward them to the State Highway Commission with my recommendation that they approve the project for construction when sufficient funds are available.

Since a portion of the project lies within the city limits of Coos Bay, I am forwarding a copy of this letter to Mr. J. Walter Barham, City Manager of Coos Bay, for his information.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

bc: Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox
L. R. Chandler

FBK:srb

cc: Mr. J. Walter Barham

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FOR FILING

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7557

Klaboe

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 1, 1966

SUBJECT: City Council & Planning
Commission Meeting
Newmark Intersection & Extension
Cape Arago Highway

To: MEMO TO THE FILES

NOTED
F. B. KLABOE

I was requested by Mr. F. B. Klaboe on June 24, 1966, to be in attendance at a luncheon meeting in which he was discussing the possible extension of the four-laning of the Cape Arago Highway from its present terminus at Lewis Street southerly and westerly to the city limits of North Bend. The luncheon meeting was held at the Pony Village in North Bend at 12:00 o'clock, June 27. Mr. Klaboe spoke briefly on the possibility and the means of extending the four-laning and it was decided that reconnaissance estimates would be prepared by the Salem office to give the North Bend Council an estimate of the monies necessary to do this work. No assurance was given by Mr. Klaboe of the availability of cooperative 75% State and 25% City monies. It was his estimate that two years would be a general time for an improvement such as this. This would be figuring surveys, programing of funds if they were available, contract lettings, etc.

The main topic of conversation appeared to settle on the improvement of the Newmark-Broadway-Cape Arago Intersection. Two main critics who appeared in the group were a Mr. Troutman who was critical of the adequacy of the design and a Mr. Glae Gould who apparently has a rock crushing operation who was critical of a recent decision to allow City standards to be used in the building of this channelization. Persons in attendance mainly representing the City were Mayor Klever; Jack Isadore, City Manager; and Ray Goebel, City Engineer. I explained that the design presently contemplated with the signal in the intersection of Broadway and Newmark was a plan which we believe would adequately serve the traffic in this area for sometime. The workings of this intersection were explained to the group. Mr. Isadore defended the City financing and Mr. Goebel asserted that the street to which this intersection was to be constructed would be generally to State of Oregon specifications as to materials. The main change from what the State of Oregon would have required was a lesser

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JUL 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

thickness of asphaltic concrete and a lesser thickness of base materials. He assured Mr. Gould that additional thickness of asphaltic concrete in the street would serve any type of traffic expected in this area.

The main critics and representatives of the City, Mr. Klaboe and myself then went to the intersection and viewed the problem on the ground. Nothing further constructive was accomplished other than to attempt to explain what they were doing to Mr. Gould and Mr. Troutman.

J B Boyd
J. B. Boyd
ASS'T DIVISION ENGINEER

JB:cc
cc: Tom Edwards
F. B. Klaboe
F. D. Morgan
F. B. Crandall
George Baker
Glen Clark

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JUL 5 1966
OREGON
STATE HIGHWAY COMMISSION

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JUL 5 1966
FOR FILING

106-1132
7557

CITY OF NORTH BEND
NORTH BEND, OREGON 97459

June 28, 1966

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

NOTED
F. B. KLABOE

ATTENTION: Tom Edwards

Dear Mr. Cooper:

I want to take this opportunity to express the Mayor, Council and Staff's appreciation for the appearance of your personnel at a meeting in North Bend on June 27, to discuss the Newmark-Albertson's Plans.

I realize that sometimes these meetings are an imposition on Staff and scheduling, however, especially in this instance, I think their value lies in establishing harmonious City-State relations and telling the local citizens the interest and terrific work-load the State has before them.

I particularly wish to compliment Mr. Klaboe and Mr. Boyd on the excellent presentation they made, needless to say, under some trying circumstances.

My thanks for your interest and cooperation in this matter and so that your file may be complete, I am enclosing a copy of my file memo to include in your file.

If I can ever be of assistance to you, please be certain I will cooperate with you in every possible way.

Sincerely yours,

John F. Isadore
John F. Isadore
City Administrator

JFI:cdt
Enc. 1

NOTED
TOM EDWARDS

cc: - City [illegible]

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JUN 29 1966

BEAUTY SPOT OF THE OREGON COAST

MEMO: To Albertson's file June 28, 1966
To Newmark file

Monday, June 27, 1966, the City Council, Planning Commission, Press and Staff met with representatives of the State Highway Division, Mr. Fred Klaboe, Assistant State Highway Engineer, and Mr. Bruce Boyd, Assistant Division Engineer.

The Council and Staff reviewed the history and status of the Newmark Project and opened the meeting to questions from the audience. Mr. Klaboe explained the State Policy in regard to City-State Shared Projects. Mr. Boyd discussed State Traffic and Construction criteria. Both gentlemen emphasized the fact they were not and could not commit the State Division to future participation in the widening of the Cape Arago Highway, from present terminus at Lewis Street to the West City Limits. They also re-iterated the present project was a City project with the States' participation being limited to participation in the three-phase signal unit marking and signing.

This meeting was called as a result of the Council motion of June 14, 1966, to authorize the Staff to proceed with the present plans for Newmark Treatment as approved by the State Highway Division subject to arranging the meeting this date.

Respectfully submitted,

John F. Isadore
City Administrator

JFI:cdt

cc: Mr. Forrest Cooper
City Engineer

RECEIVED

Form CD-121
(11-63)
(Pres. by
A.O. 205-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 16, 1966

In reply refer to: 08-35.3/411.8

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R. M. Arenz
Planning & Research
Engineer

SUBJECT: SFRO : Development
Oregon 9.1, North Bend, Oregon

Enclosed is a copy of Mr. Stamos' May 10, 1966 letter on the above subject. Also attached is a copy of a map of North Bend, Oregon showing the area involved in this project. It is believed that Newmark Street in the vicinity of this project is a recently completed facility providing a more direct access from the Empire Section of Coos Bay to U. S. Route 101.

We are forwarding this material for information and review. Please advise us at your earliest convenience if this location conflicts with any existing or proposed highway facilities.

Enclosures

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
MAY 20 1966
CONSTRUCTION
DIVISION

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

orig W[illegible]
- H Morgan
copy to Young
5-20-66

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MAY 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
PUBLIC HOUSING ADMINISTRATION

BOX 36027 450 GOLDEN GATE AVENUE
SAN FRANCISCO, CALIFORNIA 94102

May 10, 1966

In reply refer to:
SFRO:DEVELOPMENT
ORE 9-1, North Bend

Mr. B. M. French, Regional Engineer
412 Mohawk Building
222 S. W. Morrison
Portland, Oregon 97204

Dear Mr. French:

This is to advise you that we have recently given tentative approval to the North Bend City Housing Authority of their proposal to use a certain site at North Bend, for development of 50 units of Low-Rent Public Housing for the elderly. We enclose a map of the immediate area on which the site has been indicated by red outline.

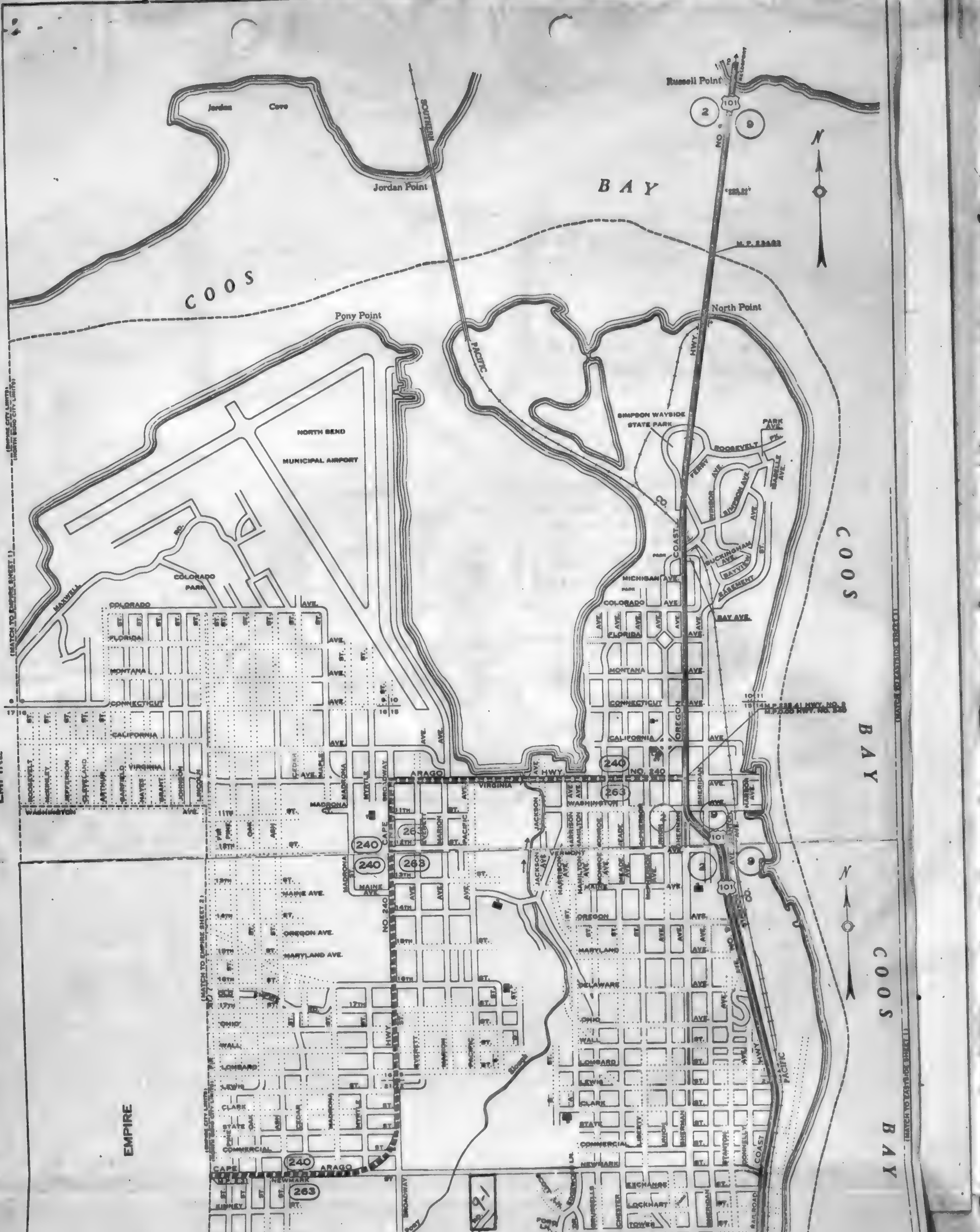
We would appreciate your comments relative to possible conflict of this site with plans for highway development in the area.

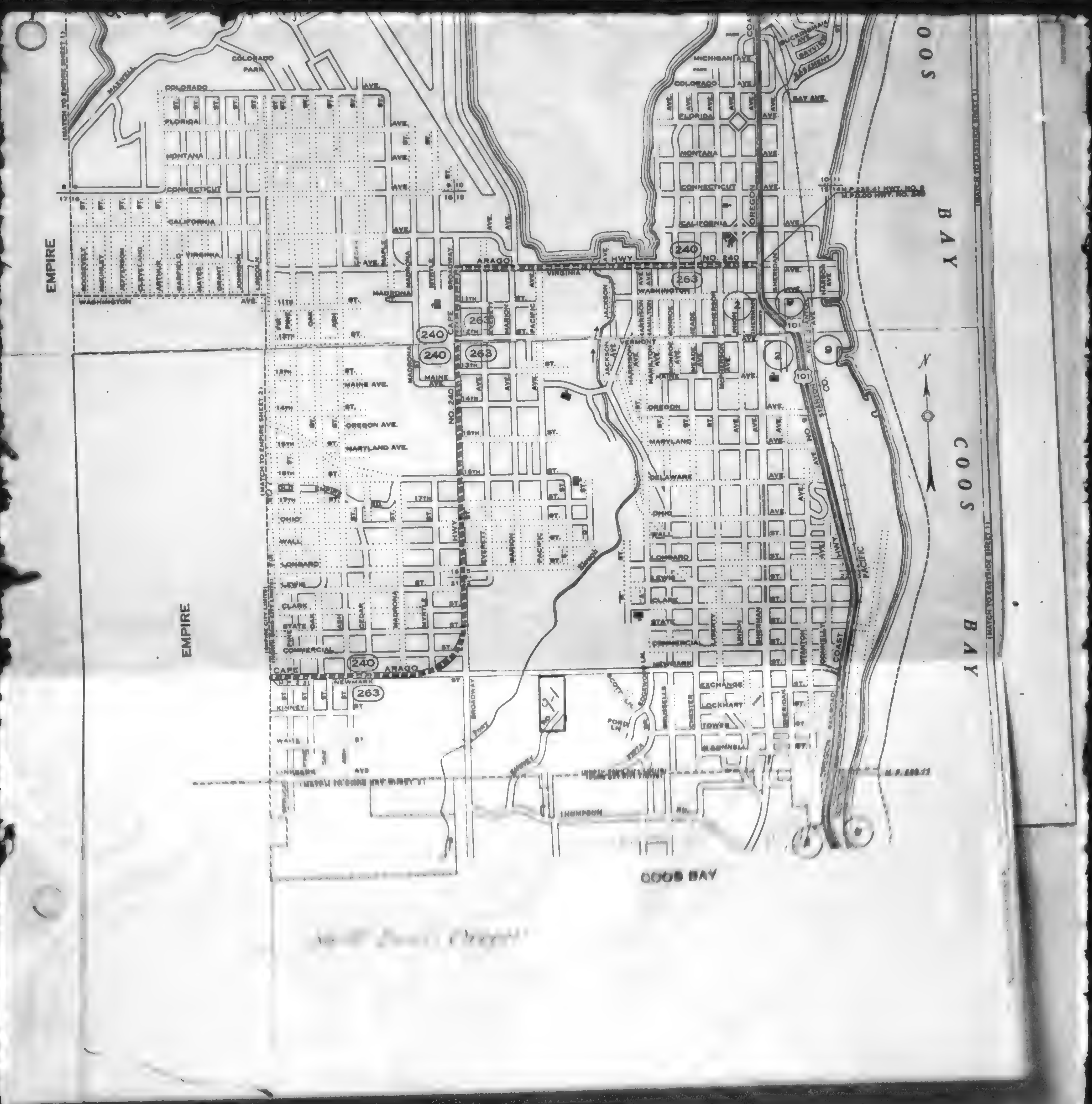
Sincerely yours,

/Signed/ JAMES STAMOS

Assistant Director
for Development

Enclosures


Jordan Cove
Russell Point
Jordan Point
BAY
COOS
Pony Point
North Point
SOUTHERN
PACIFIC
NORTH BEND MUNICIPAL AIRPORT
COLORADO PARK
SIMPSON WAYSIDE STATE PARK
MAXWELL
COLORADO
FLORIDA
MONTANA
CONNECTICUT
CALIFORNIA
VIRGINIA
WASHINGTON
MICHIGAN AVE.
BAY AVE.
ROOSEVELT PL.
BUCKINGHAM AVE.
ARAGO
HWY. NO. 240
240
263
101
2
EMPIRE
CAPE
MAINE AVE.
OREGON AVE.
MARYLAND AVE.
DELAWARE
OHIO
WALL
LOMBARD
LEWIS
CLARK
STATE
COMMERCIAL
NEWMARK
EXCHANGE
LOCKHART
TOWER
O'CONNELL
SIDNEY
WAITE
LINDBERG AVE.
THOMPSON RD.
BROADWAY
JACKSON AVE.
COAST HWY.
OREGON COAST HWY.
SOUTHERN PACIFIC RAILROAD
M. P. 238.77
(MATCH TO COOS BAY SHEET 2)
(MATCH TO EMPIRE SHEET 1)
(MATCH TO EMPIRE SHEET 2)
COOS BAY
N


COOS BAY
BAY
COOS
BAY
EMPIRE
EMPIRE
COOS BAY
(MATCH TO EMPIRE SHEET 1)
(MATCH TO EMPIRE SHEET 2)
(EMPIRE CITY LIMITS)
COLORADO PARK
MAXWELL
COLORADO AVE.
FLORIDA AVE.
MONTANA AVE.
CONNECTICUT AVE.
CALIFORNIA AVE.
VIRGINIA AVE.
WASHINGTON AVE.
MICHIGAN AVE.
BAY AVE.
BAYVIEW
BUCHANAN AVE.
ARAGO
HWY. NO. 240
240
263
101
CAPE ARAGO
BROADWAY
MADRONA
MYRTLE
MAINE AVE.
OREGON AVE.
MARYLAND AVE.
DELAWARE AVE.
11TH ST.
12TH ST.
13TH ST.
14TH ST.
15TH ST.
16TH ST.
17TH ST.
OHIO
WALL
LOMBARD
LEWIS
CLARK
STATE
COMMERCIAL
NEWMARK
EXCHANGE ST.
LOCKHART
TOWER
MCPHERSON
JACKSON AVE.
HARRISON AVE.
HAMILTON
MONROE
MEADE
SHERIDAN
SHERMAN
UNION
LIBERTY
STANTON
CONNELLY
COAST HWY.
SOUTHERN PACIFIC
KINNEY
WAITE
LINDBERG AVE.
THOMPSON RD.
N
91

[illegible]

FORM E-90X—80M—9-62 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COX

Salem, Oregon
October 9, 1964

To: Mr. R. L. Porter
Deputy State Highway Engineer

SUBJECT: Estimate - Street Improvements
Newmark Street and Broadway
City of North Bend
Madrona St. to Clark St Section

NOTED
R. M. ALLISON

NOTED
R. H. PRANGE

NOTED
DON HARWELL

OK

NOTED
V. R. JONES

The attached print and reconnaissance estimate costs were compiled by Mr. Teboau, September 28. The estimate includes grading, paving, and signalization from approximately Madrona Street to Clark Street on the present routing of the Cape Arago Highway No. 240. The costs are: Grading and paving, $150,000; signalization, $10,000; and right of way, unknown, possibly none.

With reference to your memo to the file dated September 23, relating to a visit to your office by the City Manager, City Engineer, and two others, the City of North Bend would consider this work on the basis of 50-50 participation.

Your memo indicates that the City would be contacted upon the determination of costs. A rough draft for your use in contacting the City is attached.

ORIGINAL SIGNED
LLOYD P. SHAW

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

cc Forrest Cooper
H. S. Cox
J. R. Oakes

RECEIVED
OCT 12 1964
ENGINEER
COUNTY & CITY DIVISION

X

FORM E-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

NOTED
Harold C. Ayers

February 13, 1963

NOTED
DON HARWELL

Coos County Board of Commissioners
Courthouse
Coquille, Oregon

Attention: Mr. J. J. Geaney

File
(See fas 890 for County's letter)

Dear Bob:

Enclosed please find memo regarding property needs by the Highway Department in North Bend and Eastside

Also enclosed are two prints of revamped bridge design at ~~Eastside.~~ N. Ten Mile Lake on FAS 890 If these meet with your approval, please sign in the proper place and return one signed print to this office.

I have just inquired from Mr. Parsons of the B.P.R. the status of this bridge request. He informs me that this request has cleared all B.P.R. offices including those in Washington D.C. and is now confronting the last hurdle of approval on the road to becoming a project. In the meantime the B.P.R. has sent through a special request for haste but action on this request is anticipated to be nil.

FAS 890

It has been our hope that this bridge project could be let April 23. In fact, if it is to do much good this year it must be let by that date. I would therefore suggest the following action if you consider the above mentioned letting date necessary.

Write a request signed by all Commission members requesting this project be placed as an FAS-C project. This request should be mailed from your office no later than March 1, 1963. This office will then place this request on the agenda for the March 14 Highway Commission meeting.

In the meantime, if approval of this project through P.W.A. is obtained, your request will be squelched. Your request for an FAS-C project could be withdrawn and squelched anytime up to and including March 13.

Very truly yours,

Forrest Cooper
State Highway Engineer

By: E. S. Cox
County and City Engineer

ESC:mm
Encl.

OREGON STATE HIGHWAY DEPARTMENT

TO: D.J. Barbee — cc. W. Wright

SUBJECT: Excess Property.

FROM: H.S. Cox.

DATE: 1-15-63

Coos County Commissioners want to Know if State would want any of the following lots in Eastside. Lots 5, 27, & 28; Portions of 6, 26 + 1 all in Blk 15 Town of Eastside & Also a portion of Lot 1 Blk 14. These lots are on Coos River Hwy on "D" St between 10th & 13th Streets. No

North Bend, Midland Addition Blk 10. Lots 17, 18 & 19. These lots would be a good possibility for borrow. There is a sewer assesment against these lots & they will probably revert to the City. Yes

Clackamas County This County has a number of lots East of Alder Creek on the Mt Hood Hwy. A complete list will be furnished shortly.

Question is the State interested in any of the above listed properties & if so, how soon?

H.S. Cox
(SIGNATURE)

CC — W. Wright

PLEASE REPLY HERE

Coos Co. - Eastside. We do not want.

✓ ✓ - N. Bend, Midland Addn, Block 10. - We will need 15 ft. of R/W plus 10 ft. for slopes across Lots 17, 18 & 19. This also applies to Lots 20, 21 & 22 which are owned by the County but not designated above.

Clackamas Co., Cedar Cr.-Alder Cr. Sect. Lots 32, 33 & 34. We do not want.

✓ ✓, Alder Cr. - Salmon Riv. Sect. TL-16. We need about 0.1 A. off the North end.

✓ ✓, Salmon Riv. -Forest Bdry. Sect. Lot 1, 2, 3, 5, 6, 7, 8 & 9. Mountainair Park —Block 5 We need approx. 50 ft. of R/W across these lots. Lot 1, 2 & 3, Block 1 - We need ✓ 30 ft. ✓ ✓ ✓ ✓ ✓. Lot 11, Block 3 We need ✓ 55 ft ✓ ✓ ✓ this lot.

Mt. Hood Wildwood, Lots 22, 26, 27, 33, 34 Block 22 and Lots 18 thru 22, Block 23 - We need the South half (80 ft.).

CC:

(SIGNATURE) J Barbee (DATE) 1-25-63

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

FORM E-30 80M 5-62 43900

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 5, 1962

NOTED
H. S. COX

NOTED
DON HARWELL

SUBJECT: Broadway Avenue Channelization
Lewis Street-Woolridge Street Section
Cape Arago Highway
Coos County

To:

Mr. H.S. Cox
County & City Relations Engineer
Building

NOTED
Harold C. Ayers

Herewith three prints of a proposal on the subject section in the city of North Bend. The City should be contacted for their reaction to this proposal as it may be that a different plan was previously given to them.

The City should be made aware of and approve this plan.

F.D. Morgan
Construction Engineer

By D. J. Barbee
D.J. Barbee
Assistant Construction Engineer

DNS:jp
Attach

North Bend Oct. 4-62

Contacted City Mgr Angus Crawford re. corner improvement at Newmark and Broadway.

Mr. Crawford stated he had been told that the project would not be constructed for at least two years so he had done nothing re fencing or approaching the citizens along Broadway re curbs etc.

He further stated that the plans as brought here did not appear to answer the problem as the traffic was going down Broadway to get to Ocean Blvd and/or Central Avenue in Coos Bay.

He asked to be given the date we intend to do the job and send him a copy of the plan and he would take the matter up with Council.

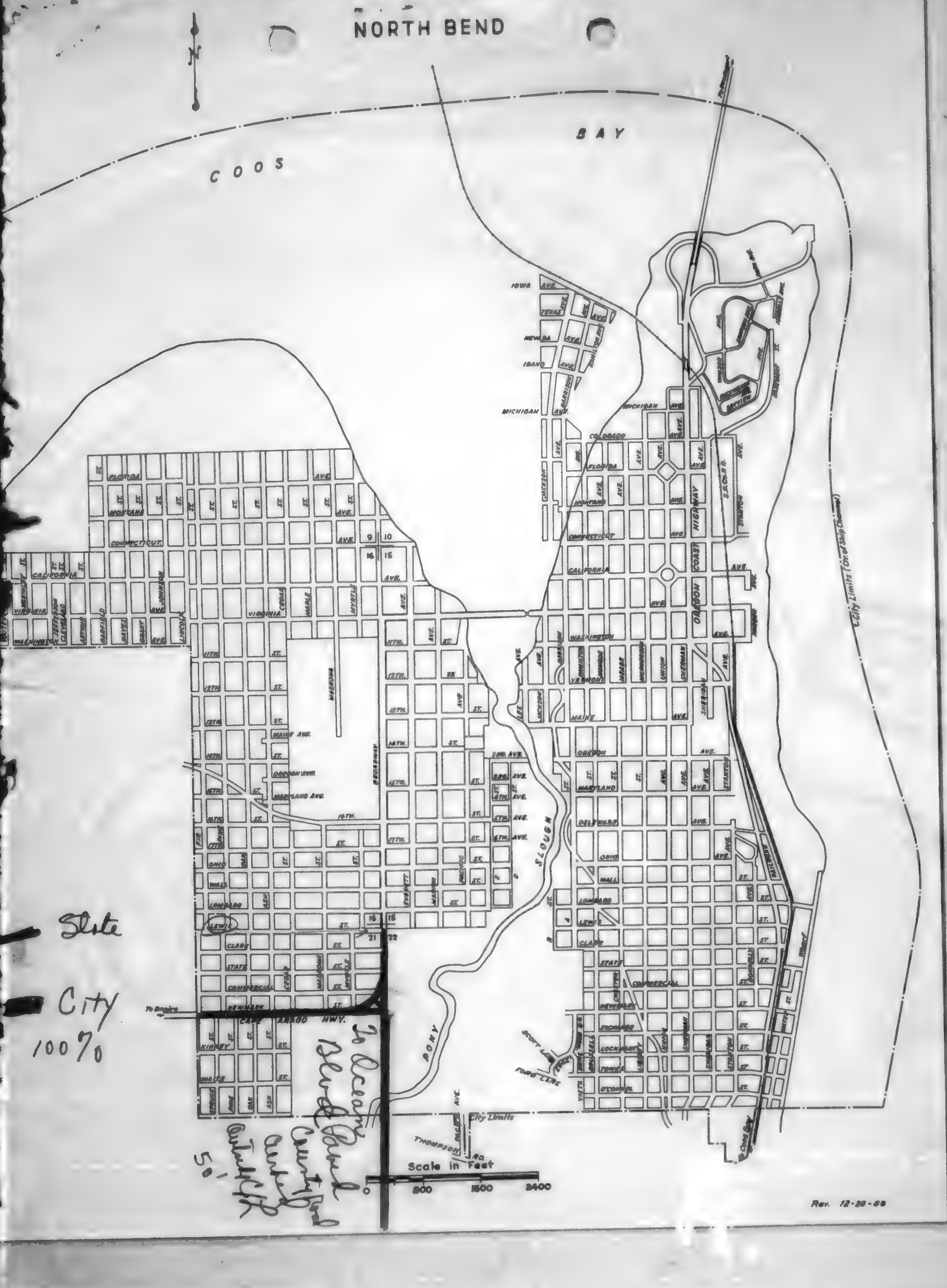
He also said a new 10" water main was to be installed down Newmark and a 6" feeder main on Broadway and he could as yet get no definite commitment from Water Department when they would get on this. He said tentatively in February of '63 had been the water department guess.

KCC

Nov. 14-62

Frank Had says nothing definite as yet not scheduled —

NORTH BEND


N
COOS
BAY
IOWA AVE.
TEXAS AVE.
NEVADA AVE.
IDAHO AVE.
MICHIGAN AVE.
COLORADO
FLORIDA
MONTANA
CONNECTICUT
CALIFORNIA
VIRGINIA
WASHINGTON
VERMONT
MAINE
OREGON
MARYLAND
DELAWARE
OHIO
WALL
LOMBARD
LEWIS
CLARK
STATE
COMMERCIAL
NEWMARK
EXCHANGE
LOCKHART
TOWER
O'CONNELL
CAPE ARAGO HWY.
KINNEY ST.
WAITE ST.
OREGON COAST HIGHWAY
SHERMAN AVE.
SHERIDAN AVE.
UNION
STANTON
RAILROAD
SLOUGH
PONY
City Limits
THOMPSON RD.
To Empire
To Coos Bay
City Limits (Ctr. of Ship Channel)
9 10 16 15
16 15 21 22
Scale in Feet
0 800 1600 2400
Rev. 12-23-58

State

City 100%

To Ocean Blvd Road
County Road
Arterial
Outside C/L
50'

T-5005(2) S. 3rd St. at Wilson Ave. (Bend)1971
Sec., of The Dalles-Calif. Hwy.
#7558 (Traffic signal)

C&A 4154 - 2-11-71

7558

OREGON STATE HIGHWAY DIVISION
FORM A-190 (REV. 1-73)

HIGHWAY DIVISION INVOICE

NO. 115913

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-27-74	CC 1456		9-0602-299

CODE: OREGCTY

City of Bend
City Hall
Bend, Oregon 97701
Attn: Arthur A. Johnson
City Manager

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Topics Project T-5005(2) South Third Street at Wilson Ave. City of Bend			
Covered by agreement dated May 10,1971			
Contract No. 7558			
CLR-DT File No. 5002 Advance Deposit			$ 3,700.00
City costs per attached sheet			4,032.99
Balance due from City			$ 332.99

RECEIVED
COUNTY & CITY SECTION
NOV 27 1974
☐ ENGR. ☑ COOR. ☑ OE ☑ AE ■ UE
☑ UPE ☐ CE ☒ RE ☒ RPE ☐

T JOB

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-[illegible])
[illegible]

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Bend
City Hall
Bend, Oregon 97701

Attention of Mr. Arthur A. Johnson
City Manager

Request No. (assigned by staff engineer or head of division) CC-1456

Date November 25, 1974

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project T-5005(2)
South Third Street at Wilson Avenue
City of Bend

Covered by Agreement dated May 10, 1971
Contract No. 7558

Itemized Statement: CLR-DT File No. 500502 Advance Deposit $3,700.00

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	$3,700.00	
		City Costs per Attached Sheet	4,032.99	
		Amount Due from City	$ 332.99	

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $3,700.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
9-0602-299 $4,032.99

Submitted by: Gary E. Zehner
Gary E. Zehner

Approved: ☑ ENGR. ☑ ASST. ☑ OE ☒ AE ■ UE
[✓ ☑ UPE] ☒ CE ☒ RE ☐ RPE ☐
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** November 25, 1974

CITY Bend **Contract No.** 7558 **Date Completed** Jan. 24, 1973

PROJECT # T-5005(2) **Section** South Third Street at Wilson Avenue

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Preliminary Engineering	$ 985.95
Payments to Contractor	13,929.81
Construction Engineering	2,574.75
Total Project Cost	$17,490.51
Federal Funds Collected	10,462.30
Balance	$ 7,028.21
Item in which FHWA did not participate Construction Engineering in excess of 10%	1,037.77
Amount to be Shared by City and State	$ 5,990.44
City's Share per Agreement dated February 11, 1971	
50% of $5,900.44	2,995.22
100% of Nonparticipating Item	1,037.77
	$ 4,032.99
City's Advance Deposit - May 10, 1971	3,700.00
Balance Due from City	$ 332.99

Reference: **Billing Form** cc-1456

F.A. No.	Cont.#	Prefix	Description	F.A. Funds	Date.
E-RF-156 (19)	7343	3-1008	Alder Cr. - Wildwood Section	$2,390,526.37	11-13-74
F-157 (13)	7739	15-1053	5th St. - Oak St. (Phoenix) Section	110,807.61	11-13-74
E-222 (7)	7492	2-1074	Gellatly Summit Section	739,060.72	11-13-74
EHS-S-130 (4)	7817	511-1074 Gr1	Scotts Canyon Cr. (Mikkalo Rd) Bridge	20,409.11	11-13-74
EHS-RS-264 (6)	7884	103-1025	Clear Creek Bridge Section	81,503.58	11-13-74
S-439 (2)	7817	511-1074 Gr2	Juniper Canyon Cr. (Alex) Bridge	17,534.41	11-13-74
S-587 (2)	7630	531-1073	Grande Ronde River Bridge Section	90,096.91	11-13-74
I-80N-2(34) 38	6976	626-1079	Bonneville - Hood River Co. Line Section	5,323,904.62	11-13-74
EHS-I80N-4(24) 134	7818	611-1073 Gr1 611-1072 Gr1	Arlington Section	46,248.17	11-13-74
I-80N-6(22) 256	P.E.	631-1984	La Grande Bypass Section	331,992.52	11-13-74
EHS-I-80N-6(55) 256	7818	611-1072 Gr2	La Grande Section	14,920.94	11-13-74
I-80N-7(15) 320	6729	601-1058	Oxman - Bubbs Ranch Section	3,862,349.28	11-13-74
I-80N-7(36) 330	7622	601-1075	Nelson Point - Lime Section	492,011.09	11-13-74
EHS-I-80N-7(38) 343	7818	611-1072 Gr3	Lime Section	23,858.04	11-13-74
T-5005 (2)	7558	9-0602	S. 3rd St. & Wilson Ave. (Bend)	10,462.30	11-13-74
EHS-T-5025 (15)	7674	3-0607	Cascade Hwy @ Pearl St. & Warner Milne Rd.	19,493.93	11-13-74
T-5028 (1)	7622	24-0602	Mission St. S.E. @ 25th St. S.E. (Salem	261,855.03	11-13-74

RECEIVED
COUNTY & CITY SECTION
NOV 20 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Final Voucher

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

DO.O. VOUCHER NO.

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, Oregon

PAID BY

(For use of Paying Office)

STATE Oregon

FEDERAL AID PROJECT NO. T-8035(2)

VOUCHER PERIOD: FROM 1-7-71 TO 9-8-73

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
17,490.51	16,452.74	63.59%	10,462.30	10,462.30	0.00	

RECEIVED DIVISION OFFICE BY DATE

FIELD AUDIT MADE BY DATE

PASSED FOR PAYMENT BY DATE

REMARKS

Oregon
$0.00

V.E.Skoog, Controller

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

S EMENT OF COSTS INCURRED UNDER PROJECT REEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	South 3rd St. @ Wilson Avenue (Bend) Section					
	Deschutes County					
	Preliminary Engineering					
	Type Code PE	All Required			$ 985.95	
	Preliminary Engineering				$ 985.95	
	Total Preliminary Engineering Cost					
	Construction					
	Type Code Y031					
	Traffic Signal (M.P. 139.79) Contract 7558	Lump Sum			$ 15,369.81	
	Final Contract Payment Summary				$ 15,369.81	
	Total Construction Cost					
	Construction Engineering	All Required			$ 1,536.98	
	State					
	Liquidated Damages	Lump Sum			$ (1,440.00)	
	Final Contract Payment Summary				$ 16,452.74	
	Total Participating Cost					
	Non-participating Items	All Required			$ 1,037.77	
	Construction Engineering				$ 1,037.77	
	Total Non-participating Cost					
					$ 17,490.51	
	Total Cost					
	AMOUNT CARRIED FORWARD......					

PR-20A (6-71)

GPO 914-021

SUMMARY OF COMPLETED FEDERAL AID WORK

South 3rd St. @ Wilson Avenue (Bend) Section

T-5005(2)

Description	Type Code	Total Cost	Federal-aid Funds	Total Length
Preliminary Engineering	PE	$ 985.95	$ 626.97	-
Traffic Signals MP 138.79)	Y031	16,504.56	9,835.33	0.00 mile
Total		$17,490.51	$10,462.30	0.00 mile

STATE COPY

7558 9-14-73

OSHD (Coulter)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO. 10	REPORT NO. 2	COUNTY Deschutes	DIVISION Oregon
DATE OF REPORT 9/14/73	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. T5005(2)
COMPLETION DATE 1/24/73	ACCEPTANCE DATE BY CONTRACT AGENCY July 11, 1973	TIME ELAPSED 288/240=120 %	CONTRACT TIME 240 calendar days
APPROVED EXTENSIONS	LOCATION Third St. & Wilson Ave., City of Bend, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

COPY SENT
OCT 10 1973
REGIONAL OFFICE

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S. THIRD STREET AT WILSON AVENUE (BEND)
Traffic Signal Installation

This project provided for the installation of traffic signals at S. Third Street at Wilson Avenue intersection in the City of Bend under the TOPICS program.

The project was completed on January 24, 1973 at which time 288 calendar days had been used. The contract provided 240 calendar days and so 48 days of liquidated damages accrued for which the contractor was charged $1,440.00 (48 days @ $30.00 = $1,440.00). Contract completion was delayed as a result of the contractor's installation of an unsatisfactory signal controller. The contractor then ordered a different signal controller. The original controller was placed in service until the new controller could be obtained. The contractor maintained the original controller at his expense and was charged contract time during the interim period while the signals were out of service as a result of controller maintenance and/or modification.

The final cost of the project including engineering was $16,006.94 which is an 8.3 percent underrun of the project authorization. The underrun is primarily due to the assessment of liquidated damages. The Resident Engineer's statement of overruns and underruns has been reviewed and is on file in the Division office.

All participating work on this project has been completed.

A final inspection of the project was made on January 31, 1973 in company with Messrs. N. Krehbiel, Resident Engineer, OSHD, and O. Aas, Ass't Resident Engineer, OSHD, at which time the project work was found to be satisfactorily completed.

NOTED
A. E. JOHNSON

10-12-73
cy Constr.
Young

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE D. B. Carter Original Signed by D. B. Carter Area Engr.		SIGNATURE G. K. Hossner Original Signed by G. K. Hossner Dist. Engineer	
TITLE Area Engineer	DATE 9/10/73	TITLE District Engineer	DATE 9/18/73

NOTED
H.S. COULTER

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

7558 5

July 16, 1973

United Pacific Insurance Company
P. O. Box 1768
Eugene, Oregon 97401

Gentlemen:

Contract No. 7558 awarded to Stauch Electric Company for traffic signal installation on South 3rd Street at Wilson Avenue in the City of Bend on The Dalles-California Highway in Deschutes County was completed on March 12, 1973, and accepted by the Transportation Commission on July 11, 1973.

Final payment in the amount of $757.50 will be released to the contractor after July 21, 1973. The total contract amount is $13,929.81 including $426.67 for work performed under force account.

You have been advised previously that a claim has been filed with us.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

hs

cc United Pacific Insurance Company
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

Stauch Electric Company
1846 Court Street
Medford, Oregon 97501

bc C. T. Kassey
Walt Hart
V. E. Skoog
Attn: Dick Macek
J. F. Putnam

CITY of BEND POST OFFICE BOX 431 PHONE (503) 382-4211

April 4, 1973

Oregon State Highway Department
P.O. Box 1249
Bend, Oregon 97701

Attention: Mr. J. F. Putnam

Dear Mr. Putnam:

The City of Bend has inspected the installation of the traffic signals installed at the intersection of S. 3rd and Wilson Avenue. As a result of this inspection we approve the installation and wish to express our appreciation to your organization for their completion.

Sincerely,

Arthur R. Johnson
City Manager

/ja

RECEIVED
COUNTY & CITY SECTION
APR 10 1973
☑ ENGR. ☑ COOR. ☑ UC ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

STATE COPY

5

1859

OREGON STATE
HIGHWAY DIVISION

7558

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 21, 1973

TO Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. T-5005(2)

FROM
L. H. Young
Office Engineer

SUBJECT Request Contract Acceptance

NOTED
A. E. JOHNSON

Contract 7558, Work Completed January 24, 1973

Project S. 3rd St. at Wilson Ave. (Bend)

Highway The Dalles-California

County Deschutes

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 4-20-73

Conditions not acceptable:

G.K. Hossner
for Vernon V. Cusack
Acting Division Engineer

RECEIVED
STATE HWY ENGR
APR 24 '73
REFER TO
FOR

Info	[illegible]	R/D	DIR	Sign	Act	File

VG:bb

cc: F. B. Klaboe
L. H. Young

NOTED
N. S. COULTER

4-25-73
Const.

7558

March 14, 1973

Olson Electric Company, Inc.
P.O. Box 830
Vancouver, Washington 98660

Gentlemen:

This is to acknowledge receipt of your Claim No. 4771 filed on March 9, 1973, by the Secretary of State. The claim is for traffic signal equipment and installation labor in the sum of $806.73 against the bond taken from United Pacific Insurance Company.

From the description in the claim, this appears to be in reference to Contract No. 7558 with Steeck Electric Co., for traffic signal installation on South Third Street at Wilson Avenue in Bend, Deschutes County.

We are advising United Pacific Insurance Company and other involved parties of your claim.

Please advise this office when your claim has been satisfied.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Steeck Electric Co.
United Pacific Insurance Co., Eugene and Tacoma

RMG:fkn

NOTED ON CARD
3-14-73
fw

1859

CLAY MYERS
SECRETARY OF STATE

GEORGE H. BELL
JACK F. THOMPSON
ASSISTANTS

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 97310

Russ

March 9, 1973

COPY

Olson Electric Company, Inc.
P. O. Box 830
Vancouver, Washington 98660

Gentlemen:

This is to acknowledge receipt of Notice of Claim for filing:

Brought by: Olson Electric Company, Inc.
Claim against: Bond taken from United Pacific Ins. Co.
Amount of Claim: $806.73
Job: Contract #7558 - Traffic Signal installation, Bend, Oregon.

This has been filed as of the date of this letter and assigned file number 4771.

Very truly yours,

E. M. Madden, Elections Manager
By

(Mrs.) Darhl L. Couper
Public Records Clerk

cc: C. W. Head,
Highway Div.

RECEIVED
MAR 12 1973
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Claim 4771

FILED
MAR - 9 1973
CLAY MYERS
SECRETARY OF STATE

OLSON ELECTRIC COMPANY, INC. P. O. BOX 830, VANCOUVER, WASHINGTON 98660
PHONE (206) 694-6585 PORTLAND (503) 285-0295

March 8,1973

Secretary of State
Salem
Oregon

Notice is hereby given that the undersigned OLSON ELECTRIC COMPANY, INC. has a claim for TRAFFIC SIGNAL EQUIPMENT AND LABOR TO INSTALL in the sum of $806.73 against the bond taken from United Pacific Insurance Company, P O Box 1788, Eugene, Oregon 97401 for OSHD CONTRACT # 7558, TRAFFIC SIGNAL INSTALLATION AT THIRD AND WILSON, BEND, OREGON.

Joe Olson
OLSON ELECTRIC COMPANY, INC.

RECEIVED
MAR 9 8 30 AM '73
KS
STATE

RECEIVED
MAR 12 1973
STATE HIGHWAY COMMISSION

7558

5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S. 3rd. St. at Wilson Ave (Bend)

WEEK ENDING: January 27, 1973

SECTION PREFIX: 9-0602

HIGHWAY: The Dalles-California

COUNTY: Deschutes

NAME OF JOB: S. 3rd. St. at Wilson Ave. (Bend)

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Steeck Electric Co.

CONTRACT NUMBER: 7558

FEDERAL AID PROJECT NUMBER: T-5005(2)

DATE OF CONTRACT: May 10, 1971

DATE WORK STARTED: December 1, 1971

ESTIMATED COMPLETION DATE: January 24, 1973

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 1 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 240

CALENDAR DAYS USED: 287

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 120

PROJECT AUTHORIZATION: $ 17,461.25

EXCLUSIVE OF ENGINEERING: $ 15,936.25

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 15,729.39

ESTIMATED PERCENT: UNDERRUN 1.3 %

ENGINEERING AUTHORIZATION: $ 1,525.00

This week 45.00

ENGINEERING COST TO DATE: $ 1,938.50

PERCENT OF AUTHORIZATION: 127 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST excl. of engr. 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION incl engr 90

DATE PROJECT WAS COMPLETED: JAN. 24, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear, cool	0		
MONDAY	P. Cloudy, cool	0		
TUESDAY	P. Cloudy, cool	1		
WEDNESDAY	Cloudy, windy cold	0		All contract work completed
THURSDAY				
FRIDAY				Rec'd 2/6/73
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 1-21-73	No work
MONDAY 1-22-73	No work
TUESDAY 1-23-73	Contractor removed non-specified Crouse Hinds Controller and installed Specification Automatic Controller.
WEDNESDAY 1-24-73	Contractor completed installing Automatic Controller in a.m. Leon Sterne, O.S.H.D. timed signals in a.m. All contract work completed this date.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

All contract work completed this date, January 24, 1973.

cc: Bridge
Const. ✓
Region
File

SIGNED W. D. Krehbiel
W. D. Krehbiel
LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

ECEIVED
JUN 21 1971
OR FILING
-5005(2)
7558

June 18, 1971

Steeck Electric Company
1046 Court Street
Medford, Oregon 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7558 for a traffic signal installation on South 3rd Street at Wilson Avenue in the City of Bend of The Dalles-California Highway in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Ins. Company
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Co.
P. O. Box 1786
Eugene, Oregon 97401

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc F. D. Morgan
I. D. Merchant
J. F. Putnam
N. D. Krehbiel

-II-15-8

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 6-20	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	TE Oregon
PROJECT REPORT NO. 4 ~~6-3-71~~	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 6-3-71	COUNTY Deschutes
		PROJECT NO. T-5005(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

South 3rd St. at Wilson Ave. (Bend)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING	1-7-71	0.00
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-7-71	0.00
OTHER (Specify)		

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT $ 17,775.00	FEDERAL FUNDS $ 11,289.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G L Green
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer JUN 3 1971

FORM PR-2 (REV. 1-70)

PREVIOUS EDITIONS ARE OBSOLETE

grading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Bureau of Public Roads and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Bureau of Public Roads may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, That if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, Instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Bureau of Public Roads and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Bureau of Public Roads and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Bureau of Public Roads in the discharge of the Bureau's primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Bureau of Public Roads or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Bureau of Public Roads may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic control provisions are contained in State-City agreement approved by Highway Commission on 8-18-70.

As the State Highway Division is without legal authority to regulate the use of the right of way of this project by Utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

Oregon State Highway Division

Federal Aid
Project No. T-5005(2)

SOUTH 3RD ST. AT WILSON AVE. (BEND) SECTION

THE DALLES-CALIFORNIA HIGHWAY

DESCHUTES COUNTY

Salem, Oregon, May 27, 1971

Project agreement estimate.

Type Code P.E.		
Preliminary Engineering	All Required	$ 1,000.00
Type Code Y031 Traffic Signals (M.P. 138.79)		
Temporary Protection and Direction of Traffic	All Required	$ 250.00
Traffic Signal Installation, Complete	All Required	14,900.00
		$15,150.00
Flagging (60% of contractor's cost)	All Required	100.00
	Subtotal	$15,250.00
	10% Engr. & Cont.	1,525.00
	Total	$16,775.00

Length of Project - - 0.00 mile

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	Other Funds
Preliminary Engineering	$ 1,000.00	$ 630.00	$ 185.00	$ 185.00
Traffic Signals	16,775.00	10,659.00	3,058.00	3,058.00
Total	$17,775.00	$11,289.00	$3,243.00	$ 3,243.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7558

Prefix 9-0602

RECEIVED
MAY 18 1971

FOR FILING

T 5005(2)
7558

May 17, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Confirmation of your tentative concurrence as of May 3, 1971, is requested in the award of contract for the S. 3rd St. at Wilson Avenue (Bend) Section, Project No. T-5005(2).

The contractor receiving the award is Steeck Electric Co., in the amount of $15,150.00, with Contract No. 7558 assigned. This bid was received on April 29, 1971, and awarded on May 10, 1971.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

FHWA endorsement.

Date______________________________

I concur in the award.

R. E. Simpson
Division Engineer

RAS:ia

☑ COOR. ☐ CE ☐ AE ☒ UE
☐ CE ☑ RE ☐ RPE ☐

May 10, 1971

Mr. Harold M. Puddy
City Manager
City Hall
Bend, Oregon 97701

RE: TOPICS Project No. T-5005(2)

Dear Mr. Puddy:

This will acknowledge receipt of the City of Bend's Check #001781 in the amount of $3,700 which is the required amount for an advance deposit for the TOPICS project on South 3rd Street @ Wilson Street. The contract for this project will be awarded today.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN B
Richard Bladorn
Urban Program Engineer

RB:mm

cc: J. F. Putnam

☐ UPE ☑ CE ☐ RE ☐ RPE ☐

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor Wolfe
Floyd Query
L. H. Young
I. D. Merchant
F. B. Crandall
D. H. Moehring
F. D. Morgan
R. N. Bothman
F. L. Hall
R. N. Chase
C. R. Nelson

SALEM, OREGON
April 21, 1971

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Agreement Status
Bid Letting
April 29 & 30, 1971

APRIL 29, 1971

1. BENTON: N.W. Walnut Blvd.-N.W. Taft Avenue on N.W. 29th Avenue and N.W. Walnut Blvd. Section located in the City of Corvallis. Construction-finance agreement signed by City of Corvallis. Deposit required prior to award. NOT CLEAR

2. CLACKAMAS: Eagle Creek-Estacada Section of the Clackamas Highway approx. 20 miles southeast of Portland. Throughway-abandonment and construction-finance agreement signed by City of Estacada and Clackamas County. Railroad permit of entry required prior to award. Right-of-way clearance anticipated by May 28. NOT CLEAR

3. COLUMBIA: Longview Interchange Section of the Columbia River Highway approx. ½ mile west of Rainier. Nothing required. CLEAR

4. COLUMBIA: Clatskanie (Nehalem Street) Section in the City of Clatskanie. Construction-finance agreement signed by City of Clatskanie. Deposit may be required prior to award. NOT CLEAR

5. COOS: Fir Street-Lewis Street (North Bend) Section of Cape Arago Highway. Construction-finance agreement signed by City of North Bend. Deposit required prior to award. Right-of-way clearance anticipated by May 28. NOT CLEAR

6. DESCHUTES: S. 3rd Street at Wilson Avenue (Bend) Section of The Dalles-California Highway in Bend. Construction-finance agreement signed by City of Bend. Deposit required prior to award. NOT CLEAR

7. DOUGLAS: Canyonville Interchange on Pacific Highway in the City of Canyonville. Construction-finance agreement signed by City of Canyonville. CLEAR

8. DOUGLAS: Myrtle Creek Interchange Section of Pacific Highway approximately 16 miles south of Roseburg. Nothing required. CLEAR

RECEIVED
COUNTY & CITY SECTION
APR 19 1971
☐ ENGR. ☑ COOR. ☑ CE ☑ AE ☒ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

April 14, 1971
(date)

Mr. Harold M. Puddy
City Manager
City Hall
Bend, Oregon 97701

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway The Dalles-California

Section 3rd Street @ Wilson Avenue: Traffic Signals (TOPICS)

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

April 16, 1971
(date)

By Hal Puddy
City Manager Bend, Ore.

By ______________________
Commissioner

By ______________________
Commissioner

cc: L. H. Young
Attn: Duane Ridings

4-13-71

FORM PR-1240
(REV

RECEIVED
APR 19 1971

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

DERAL AID PROJECT NO. T-5005(2)

STATE PROJECT NO. SOUTH 3RD ST. AT WILSON AVENUE (BEND) SECTION

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME DESCHUTES

ITEM NO. T-26

PROGRAM STAGE (Check) ☐ 1 ☒ 2

TO: T-5005(2)
7558

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

4-19-71
Young w/ enc.

DATE PS&E APPROVED: APRIL 7, 1971

DATE AUTHORIZATION EFFECTIVE: APRIL 7, 1971

FEDERAL ROUTE NUMBER: FEDERAL AID PRIMARY ROUTE 4

STATE ROUTE NUMBER: STATE ROUTE 4

IMITS OF AUTHORITY

FTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $100.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) CONTRACTOR'S FLAGGING $100.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

EMARKS

R. YOUNG'S APRIL 2, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

S&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
APR 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

ATE 4-13-71

SIGNATURE OF APPROVING OFFICIAL

TITLE DIVISION ENGINEER

EVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

CC: J. F. Putnam
C. G. Swenson
R. N. Chase
T. W. Litchfield

3-9-71

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Federal Aid Project No. T-5005(2)
Highway No. 3rd St.
Project Name S. 3rd St. & Wilson Ave. Signals

We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Bend, Oregon
this 9th day of March, 1971.

City of Bend
By Hal Puddy
Title City Manager

RECEIVED
COUNTY & CITY SECTION
MAR 12 1971
☑ ENGR. ☑ C.[illegible] ☑ [illegible] ☒ [illegible]RE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

2/26/71

RECEIVE
FEB 18 1971

T-5005 (2)
7558

February 11, 1971

City of Bend
City Hall
Bend, Oregon 97701

MISC. CONTRACTS and
AGREEMENTS No. 4254

Attention: Mrs. Julia Johnson
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement to South Third Street at Wilson Avenue in your city.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agree. att.)

1-7-71

TRANSACTION NUMBER 1-4

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 1-7-71
BY (Signature): MR. YOUNG'S DECEMBER 22, 1970 LETTER
TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1* ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 26 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
26	T-5005(2)	0.00	20,000	12,700	SOUTH 3RD ST. (US97) AT WILSON AVE. BEND	PRELIMINARY ENGINEERING AND INSTALLATION OF TRAFFIC SIGNALS.

Young
1-14-71

NOTED
TOM EDWARDS

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO PREPARE PS&E DOCUMENTS.

RECEIVED
JAN 14 1971

T-5005(2)
7558

RECEIVED
JAN 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		1-7-71	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any oblig-

December 22, 1970

Mr. R. H. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97301

Location/Design Approval
Project T-8805 (2)
S. 3rd St. (US 97) at Wilson Ave.
(Bend) Deschutes County

Dear Sir:

We hereby request your approval of the location/design as set forth hereinafter, for the subject project.

Location: The corridor is the existing intersection of South 3rd Street and Wilson Avenue.

Design: The proposed design consists of a two phase full traffic activated signal, full operation during peak hours and flashing beacon during off-peak hours. Isolated intersection so no interconnection necessary.

The proposed project is exempt from IM 50-1-70 review by the State Clearinghouse under a working agreement dated April 28, 1970.

Notice of Intent for this project was sent November 20, 1970 to District 10 "Central Oregon Regional Council of Governments" Clearinghouse and has lain before said Clearinghouse for more than 30 days and it is assumed there will be no adverse review or comments.

Public hearing is not required under the provisions of paragraph 6a of PPM 20-8.

The proposed project consists of installing traffic signals, traffic signs and striping to provide for more efficient traffic flow through the intersection and therefore will have no additional adverse social, economic and environmental impact.

The State Highway Division has considered the above and has concluded the location/design is appropriate for the proposed project.

We are enclosing a copy of the City of Bend's request for the proposed project. We trust the enclosed data, with the hereinabove described location/design data will suffice as a location/design study report.

The description of the location/design for which we are requesting your approval is being published in appropriate news media. A copy of the request to the news media for publication is enclosed.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RNC:aw

cc: R. L. Porter
Tom Edwards
F. B. Klaboe
H. S. Cox
F. L. Hall
R. N. Chase
E. L. Gifford

12-22-70

MONTHLY TRANSACTION NO.		FORM PR-1 (REV. 4-61)			FEDERA
DATE SUBMITTED TO W.O.		12-22-70			
CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* US 97 S. 3rd St. at Wilson Ave. (Bend) 21 65	ADT	PRESENT 11,000	FUTURE 17,60 (66)
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* P.E. and Traffic Signals 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)
				DA AREA (71)	EMERG. (72)
CARD 4	CLASS OF FEDERAL FUNDS TOPICS				COUNTY NA
	NAME OF URBAN AREA Bend 17-31				ROUTE NO. P

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	WORK: STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDE
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		US 97 S. 3rd Street at Wilson Avenue (Bend)	0.00	1,000	
5					**ROW**					
5					**CONST** (CODE) Y-031			0.00	19,000	1
							PROJECT TOTALS	0.00	20,000	1
									(16) (23)	(24)

ESTIMATE

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

m PR-1
(4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

12-22-70

n Ave. (Bend) 65	ADT	PRESENT 11,000	FUTURE 17,600 (66) (70)	YEAR 90 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 077 (4) (9)

ITEM NO. 26 (14)

I. Projects Only — POST MI. DESIG. (24) (26)

FH ROUTE NO. (65) (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER — PREFIX LETTER(S) T 14 23	NUMBER 5005 — SEQ. NO. (2) 7 13

COUNTY NAME Deschutes — CODE 017 (14) (16)

PROGRAM STAGE ☐ 1 OR ☒ 2

ROUTE NO. P — FEDERAL-AID 4 (32) — STATE 4 (36) (37) — U.S. 97 (41)

ESTIMATED PROJECT COST BY PHASES

description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
3rd Street n Avenue	0.00	1,000	630	185	185 (City)	Preliminary Enginee ing all phases, and installation of traffic signals
	0.00	19,000	12,070	3,465	3,465 (City)	ROW - 80' normal; Access Control - none; Parking Restrictions - non
PROJECT TOTALS	0.00	20,000 (16) (23)	12,700 (24) (33)	3,650	3,650 (City)	

REMARKS

-over-

S. 3RD STREET (FAP 4) AT WILSON AVENUE (FAP TYPE II)
PROJECT T-5005(2)

Existing Facilities:
S. 3rd Street: 64' curb to curb, 4-lane, parking on both sides.
Wilson Avenue: 38' curb to curb east side, 2-lane, parking both sides.
36' curb to curb west side, 2-lane, parking both sides.

Stop signs on Wilson Avenue.

Adjacent Facilities: Same

Project Data: Install fully traffic actuated 2-phase traffic signal.

System Action: Tentative FAP Type II System approved by FHWA December 1, 1970.

Railroads, Airports, Water Developments, Historical & Recreational Areas: None involved.

Relocation Assistance Payments: None involved.

Public Hearings: Not required under provisions of paragraph 6c of PPM 20-8.

State Clearinghouse: Exempt from review and comments under working agreement of April 28, 1970.

District #10 (Central Oregon Regional Council of Governments) Clearinghouse: Notice of Intent was sent November 20, 1970 and has lain before said clearinghouse, without action, for more than 30 days.

Control of Utilities: The State does not, at this time, have the legal authority to control the use by Utilities of the right of way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

DATE: December 2, 1970

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMING

CITY: Bend SECTION: S. 3rd Street (FAP 4) at Wilson Ave (FAP Type II)

PROPOSED WORK: Install traffic signal.

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	19,000	11,400	3,800	3,800	
P.E.	1,000	600	200	200	

FIELD: 750 P.S.& E. Preparation: 250

EXISTING FACILITIES: S. 3rd Street: 64' curb to curb, 4-lane parking on both sides.
Wilson Avenue: 38' curb to curb east side, 2-lane parking both sides.
36' curb to curb west side, 2-lane parking both sides.
Stop signs on Wilson Avenue.

ADJACENT FACILITIES: SAME

PROJECT DATA: Install fully traffic actuated 2-phase traffic signal.

PROJECT NO.: T-5005( )
ADDITIONAL RIGHT OF WAY: None
SYSTEM ACTION: Tentative FAP Type II System approved by FHWA 12/1/70.
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None
ROUTE DATA: ---
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 10 CLEARINGHOUSE APPROVAL: Requested 11/20/70
HEARING: None
ACCESS CONTROL: No change
PARKING RESTRICTIONS: No change

ADT: 1970 - 11,100

10/19/70

Form E-39

TOPS

EGON STATE HIGHWAY DEPARTMEN

AUTHORITY FOR SURVEY

Section South Third St. and Wilson Ave.

Date 11-27, 1970

Highway City of Bend - TOPICS

Authorization No. 1

County Deschutes Region 4

Survey Prefix 9-0602 (Assigned by Salem office)

Description of termini, route, length, etc.:

RECEIVED
COUNTY & CITY SECTION
JAN 21 1971
☑ ENGR. ☑ COOR. ☒ CE ☑ AE ☑ UE
☒ UPE ☑ CE ☑ RE ☑ RPE ☐

Purpose of survey: Prepare plans, estimate, and specifications for traffic signal installation.

Estimate of cost:

Traffic Section (911)	$800.00
Specifications (921)	150.00

T 5005 ( )

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 950.00
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Traffic Office Engr. ~~Field Engineer~~

Recommended for Approval:
Operations Engr. ~~Construction Engineer~~

Recommended for Approval:
Traffic Control Engr. ~~Division Engineer~~

Approved:
Ass't State Highway Engineer

State Printing

PROGRAM & PLAN. DIV.
P.E. APPR. 1-7-71
FED. - AID T STATE

BEN GIFFORD

FORM B-30 80M 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 24, 1970

RECEIVED
COUNTY & CITY SECTION
NOV 25 1970
☑ ENGR. ☑ COOR. ☐ CE ☒ AE ☑ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

SUBJECT: Highway Commission Action
November 24 Meeting

To:
R. N. Bothman
F. B. Crandall
Victor Fryer
Frank Hall
Ivan Merchant
F. D. Morgan
R. L. Schroeder
L. H. Young
H. S. Cox
R. P. Hamilton
Gene Huntley
John C. Jenkins
L. I. Lindas
D. H. Moehring
Floyd Query
V. E. Skoog
D. G. Talbot

The Highway Commission approved all of the items on the attached Agenda.

In addition, there was one item presented as an NOA. It had to do with confirming the Commission's Resolution of October 27 establishing a 55 mile-per-hour speed zone on the Gresham-Sandy Section of the Mt. Hood Highway and included a 40 mile-per-hour zone at Boring Road crossing.

The Commission also authorized the acquisition of rights-of-way at the intersection of the Mt. Hood Highway and Boring Road as might be necessary for future construction of an interchange at that point.

With respect to Item 3 a-7, the Commission issued specific instructions that extreme care be exercised in approving permits which change the environment or ecology in any way.

Tom
Tom Edwards
Deputy State Highway Engineer

TE:ja

Attachment

cc
R. L. Porter
Lloyd P. Shaw
F. B. Klaboe
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
Regional Engineers

3. REPORT OF ENGINEER - OTHER MATTERS (Mr. Porter)

k. Confirm Engineer's award of the following contracts cont.:

(7) Biddle Road-Crater Lake Avenue in Medford on Stevens Street in Jackson County. Bids received October 29, 1970. Contract No. 7496 awarded November 9, 1970, to Sims Electric of Medford, Inc., Medford, low bidder.

(8) Nestucca River (Ollie Woods) Bridge Section of FAS 613 in Tillamook County. Bids received October 29, 1970. Contract No. 7501 awarded November 9, 1970, to Ross Bros. Construction, Inc., Salem, low bidder.

(9) Roadside improvement on S. W. Hall Street-S. W. Alder Street (Portland) Section of the Stadium Freeway in Multnomah County. Bids received October 29, 1970. Contract No. 7500 awarded November 18, 1970, to Aichele Landscaping, Inc., Portland, low bidder.

(10) Roadside improvement on East Portland Freeway-Hubbard Interchange Section of the Pacific Highway in Washington and Clackamas Counties. Bids received October 29, 1970. Contract No. 7502 awarded November 18, 1970, to Aichele Landscaping, Inc., Portland, low bidder.

l. Consider requests from the Cities of Bend and Eugene for Federal-aid TOPICS Projects. Cost to State $8,000. (If approved, authorize Secretary to sign agreements when prepared.)

m. Consider request from Umatilla County for cancellation of a Federal Aid Secondary Project known as the Pilot Rock-East Birch Creek Bridge Section on East Birch Creek Road in amount of $120,000.

n. Consider approving a program of street work in cities having a population of less than 5,000 under the $250,000 fund appropriated by ORS 366.805.

o. Consider adding $100,000 to the State Construction Program for the Hanson Creek-Walker Creek Road Section Project of the Florence-Eugene Highway in Lane County.

p. Consider adding a project to the current State Construction Program pertaining to installation of traffic signals at the intersections of 7th and East Park and 6th and East Park in the City of Grants Pass. Work to be done by State Forces. Total estimated cost $40,000.

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: South 3rd. Street at Wilson Ave. (Bend) Section

November 20 1970

FROM: Applicant Agency State Highway Division — Salem (Address)

Contact Person [illegible]. H. Young — 6563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes........ No X .... (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District Ten (10) City Bend

County Deschutes Special District(s) (if applicable) --

Other affected jurisdictions/agencies --

3. **Federal Program**

Common Program Name Federal Aid TOPICS

Authorizing Legislation Title 23, U.S.C. Highways, Section 135 (Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application ....

---

4. **Estimated Project Cost**

Federal Share $ 12,000

Loan........ Grant X

Local Applicant Share ((Bend)) (if any) $ 4,000

State Agency Share $ 4,000

Other (Specify) $ --

Total $ 20,000

Source of State Agency Share

General Fund $ --

Other Funds (specify) $ --

Indirect Cost Reimbursement

No X .... Yes .... $ .... (Approx)

Will Federal share change: No X

Yes, from ....% to ....%

When ....

5. **Period Covered by Projects**

Beginning date .... Preliminary engineering to start immediately.
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) .... Indeterminate

Approximate ending date .... Indeterminate

Will renewal be requested? Yes .... No ..X..

6. **Estimated Application Filing Date** .... January 1, 1971

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

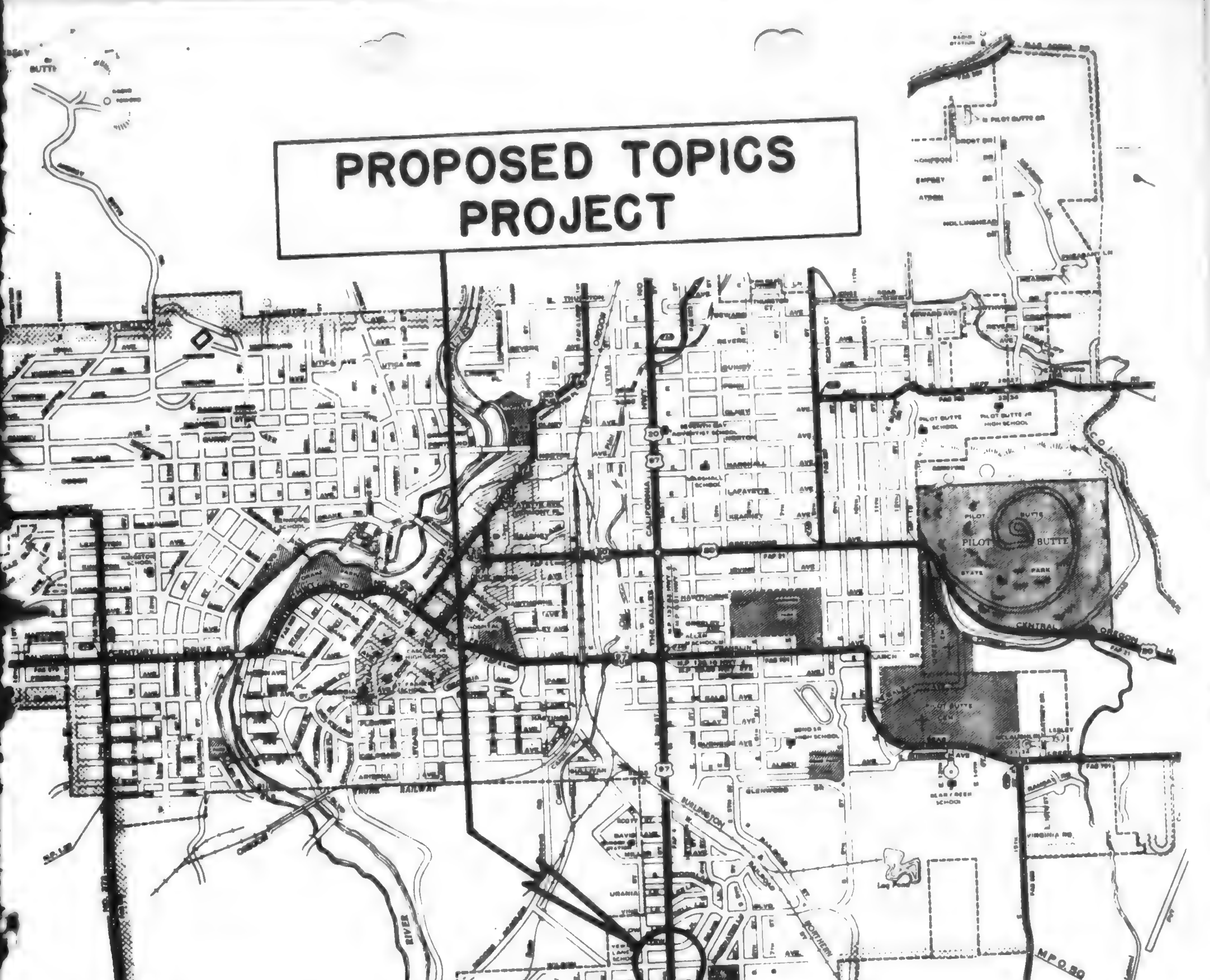
3RD STREET AT WILSON AVENUE (BEND) SECTION, FAP Type II

Project to consist of preliminary engineering, traffic control signals and incidental work to increase capacity and safety of the existing facility.

Install fully traffic-actuated two-phase traffic control signals.

The project is related to the "Goals for a Livable Oregon" by minimizing traffic crashes, injuries, loss of life, and property damage due to motor vehicle transportation.

See attached map for geographical location.



PROPOSED TOPICS PROJECT

PILOT BUTTE
STATE PARK
CENTRAL OREGON
PILOT BUTTE JR HIGH SCHOOL
BEND SR HIGH SCHOOL
BURLINGTON NORTHERN
RAILWAY
DESCHUTES RIVER
CALIFORNIA
THE DALLES
TAFT AVE
URANIA
MARSHALL
LAFAYETTE
KEARNEY
N
BEND

RECEIVED
NOV 18 1970
FOR FILING

T-5005(2)
7558

November 17, 1970

Oregon State Highway Commission

Gentlemen:

On the agenda for the November 24 meeting will be requests from the cities of Bend and Eugene for Federal Aid TOPICS projects.

The City of Bend is requesting the addition of a traffic signal at South 3rd Street and Wilson Avenue. TOPICS funds for this project are estimated at $20,000, of which $4,000 will be the cost to the State.

The City of Eugene is requesting the replacement of two traffic signals on Eleventh Avenue at Chambers and Polk Streets and the upgrading of the signal interconnect system on Eleventh Avenue from Chambers Street to Willamette Street (17 blocks). Federal Highway Administration approval has been received for the City of Eugene to construct this project with City forces. TOPICS funds for this project are estimated at $20,000, of which $4,000 will be the cost to the State.

These projects have been investigated and are eligible for funding under the Federal Aid TOPICS program. I recommend your approval and request authority for the Secretary to sign project agreements for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
V. E. Skoog
F. B. Crandall
H. S. Cox
J. F. Putnam
C. T. Keasey

RB:ljt sr

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

November 16, 1970

SUBJECT: Proposed TOPICS Projects (2)

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached are twelve copies of tabulations describing proposed TOPICS projects in Bend and Eugene.

The City of Bend is requesting approval of a project consisting of the installation of a fully traffic-actuated two-phase traffic control signal on South 3rd Street at Wilson Avenue. Total cost of this project is estimated at $20,000, including preliminary engineering. The cost to State is estimated at $4,000.

The City of Eugene is requesting approval of a project consisting of replacing center suspension lantern-type traffic signals on Eleventh Avenue at Chambers and Polk Streets with two-phase pretimed signals on mast arms. Also, the interconnect capability on Eleventh Avenue would be upgraded from Chambers Street to Willamette Street (17 blocks) by installing a four-wire interconnection. FHWA approval has been received for the City of Eugene to construct this project with City forces. Total cost of this project is estimated at $20,000. ~~including preliminary engineering.~~ The cost to the State is estimated at $4,000.

These projects have been reviewed with the FHWA and are eligible for the use of TOPICS funds. The total TOPICS funds required is estimated at $40,000, of which $8,000 will be the State's share.

If satisfactory, these projects should be presented to the Highway Commission for approval at the November 24, 1970 meeting. A draft of a suggested letter to the Commission is attached.

Richard Bladorn

Richard Bladorn
Urban Program Engineer
County and City Section

NOTED
TOM EDWARDS

RB:ljt
Attachments

RECEIVED
NOV 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*82475-734

[redacted]

CITY	SECTION	Programmed Amount	State Cost
Bend	S. rd Street at Wilson Avenue. Signal.	$20,000	$4,000
Eugene	Eleventh Avenue Signalization. Signals and interconnect.	20,000	4,000
	TOTAL	$40,000	$8,000

SUMMARY BY FISCAL YEAR	1970	TOTAL
Allocated funds	$2,743,000	$2,743,000
Approved Projects (corrected to date)	1,732,700	1,732,700
Unprogrammed Balance	1,010,300	1,010,300
Proposed Projects: 11-24-70	40,000	40,000
Unprogrammed Balance	$ 970,300	$ 970,300

Copy for minutes

[redacted]

CITY OF BEND
Proposed TOPICS Project (1970 Funds)

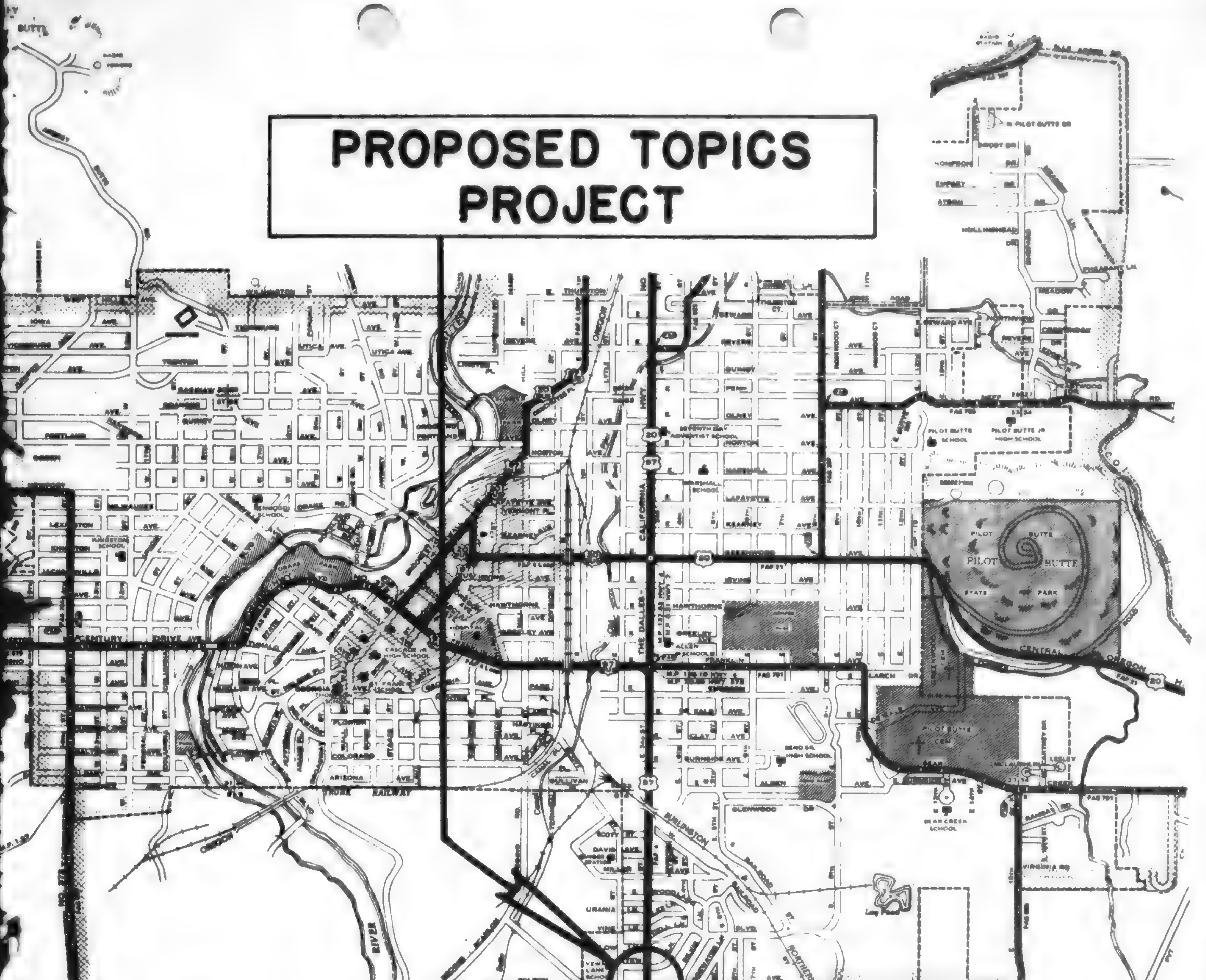
S. 3rd Street (FAP 4) at Wilson Avenue (FAP Type II) (Bend) Section.
Traffic control signal. $20,000.

Install fully traffic-actuated two-phase traffic control signal.

A public hearing will not be required.

70-g
11/13/70

PROPOSED TOPICS PROJECT


PILOT BUTTE STATE PARK
PILOT BUTTE JR HIGH SCHOOL
PILOT BUTTE SCHOOL
PILOT BUTTE CEM
BEND SR. HIGH SCHOOL
BEAR CREEK SCHOOL
CENTURY DRIVE
DESCHUTES RIVER
GREENWOOD
FRANKLIN
HAWTHORNE
THE DALLES-CALIFORNIA HWY
MPO 50
N
BEND

RECEIVED
COUNTY & CITY SECTION
OCT 13 1970
☐ ENGR. ☐ CJOR. ☐ QE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

TOPICS PROJECT REQUEST

Date October 8, 1970

Name of City Bend, Oregon
Major Street Name South Third Street
Section Name Wilson Avenue Intersection

Location of Project (Attach sketch map) Length 0.00
On Which System? Primary I FAP 4 Primary II Proposed or Secondary ______

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No. Date PLAN approved: ______; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? YES[1] (If the latter, please attach documentation and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes
Explain Oregon State Highway No. 97

Describe Project Signalization (& Channelization) of Intersection

Complete Applicable Sections:

I. **SIGNALIZATION DATA:**

1. Location: So. 3rd Street & Wilson Avenue Intersection

2. Type: a. Traffic Control ______
   - (1) Pretimed ______
   - (2) Traffic-actuated x Peak Hours
     - (a.) Full traffic-actuated x " "
     - (b.) Semi-traffic-actuated ______
     - (c.) Volume density-actuated ______
     - (d.) Pedestrian actuated ______

Footnotes: 1 State has agreed to undertake Areawide TOPICS Plan.

T-1-69

b. Flashing Beacon x Off-Peak Hours
c. Caution ______
d. Drawbridge ______
e. Lane-direction ______
f. Other ______

3. Number of Phases:
  a. Two x
  b. Three ______
  c. Multiple ______

4. Is interconnection for coordination necessary? x Remarks: Isolated Intersection

If so, by cable or leased telephone line? ______

5. Type of Suspension:
  a. Mast Arm ✓ Per city 2-9-71
  b. Span Wire ~~x~~
  c. Signal Bridge ______

6. Paint Color Desired: Galvanized

7. Present Signalization: None

8. Other Remarks: ______

II. ILLUMINATION DATA: (Eligible only when included as a priority project in approved TOPICS PLAN)

1. Location: ______

2. Type:
  a. Mercury Vapor ______
  b. Fluorescent ______
  c. High-pressure Sodium ______
  d. Incandescent ______

3. Luminaire Distribution Type and Classification:
  a. I ______
  b. II ______
  c. III ______
  d. IV ______
  e. V ______

Footnotes:

4. Luminaire Wattage:
   a. 175 ______
   b. 250 ______
   c. 400 ______
   d. 700 ______
   e. 1000 ______

5. Luminaire Spacing: ______________________

6. Maintained Intensity: ____________________

7. Uniformity Ratio: ______________________

8. Proposed Mounting Height:
   a. 30 ft. ______
   b. 40 ft. ______
   c. 45 ft. ______
   d. 50 ft. ______

9. Pole Type: a. Wood ______
   b. Steel ______
   c. Aluminum ______

10. Operating Voltage: a. 120 ______
   b. 240 ______
   c. 480 ______
   d. Series ______

11. Type of Wiring: a. Overhead ______
   b. Underground ______

12. Present Illumination: ____
____
____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: ______________________________
____
____

2. Desired Work: ______________________________
____
____

3. Typical Section: ______________________________
____
____

4. Curbs? ______ If so, a. Type Desired: (Standard, monolithic, rolled, or special) ______________
   b. Exposure ______________ inches
   c. Width between curbs ______________ ft.
   d. Desired curb radius ______________ ft.

5. Surfacing: A.C. ______ P.C.C. ______ Oil ______ Other ______

6. Present Typical Section and Surfacing: ______________________________
____
____

7. Traffic Control Signing:
   a. To be part of project? ______ c. By State at City Expense? ______
   b. By City? ______
   (NOTE: These signs must be in place prior to BPR acceptance.)

8. Striping:
   a. To be part of project? ______
   b. By City? ______
   c. By State at City Expense? ______
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind.)
   a. Length ______ ft.
   b. Width ______ ft.
   c. Type ______
   d. Location: ______________________________
____

Footnotes:

IV. STRUCTURE DATA:

1. Location: ______

2. Desired Work: ______

3. Name of Structure: ______

4. Name of Stream, Street or Facility being Spanned: ______

5. Desired Roadway Width of Structure: ______ ft.
   (NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? ______ Width? ______ft. Location ______

7. Is a particular type of structure and design desired? ______
   Explain: ______

8. Can street be closed during construction? ______

9. Detour:
   a. Required? ______
   b. By City? ______
   c. By Contractor? ______

10. Approaches or Connections:
    a. By City? ______
    b. By Contractor? ______
    c. Traveled surface: Type ______ Width ______ ft.
    d. Shoulders: Type ______ Width ______ ft.

11. Existing Structure:
    a. Remain in Place? ______
    b. Use for Detour? ______
    c. Removed by City? ______
    d. Removed by Contractor? ______
    e. Salvaged by Contractor for City? ______

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? ______
    a. By City? ______
    b. By Contractor? ______

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: ______ Size: ______
       Owner: ______
    b. Sanitary Sewer Mains: ______ Size: ______
       Owner: ______
    c. Storm Sewer: ______ Size: ______
       Owner: ______
    d. Gas Mains: ______ Size: ______
       Owner: ______
    e. Power Lines: ______
       Owner: ______
    f. Telephone Lines: ______
       Owner: ______
    g. Other Utilities: ______

14. Does City wish provisions made for future utility attachment to structure? ______ Explain: ______

15. Does City wish lightpost bases and conduit installed? ______

16. Are there any unusual or complicating conditions? ______
    Explain: ______

17. Describe Existing Structure: ______

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA:

1. What is general width of existing right-of-way? 80 ft. S.3rd / 60'± Wilson Ave.
   a. Maximum: ______ ft.
   b. Minimum: ______ ft.

2. Will additional right-of-way be needed? No Explain: __________

3. Shall State prepare right-of-way descriptions? __________

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: __________

7. Are there any utilities on private property by easements or other arrangements? N/A List owner, type, and location: __________

8. Are utilities on existing right-of-way by? Permit ______ or Franchise X (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner ______, and dates between which water can be turned off:
   From ______ To ______ Location: ______

10. Are there any railroad crossings? No Location: __________

Footnotes:

a. Name of Railroad ________

b. Number of tracks: Mainline ____ Siding ____ Total ____

c. Sight Distance (1.) (Direction) ______ Distance ____ ft.
(2.) (Direction) ______ Distance ____ ft.

d. Number of Trains: (1) Passenger ______ Speed ______ mph
(2) Freight ______ Speed ______ mph

e. Angle of Intersection: ________

f. Type of Existing Crossing: (1.) Grade ________
(2.) Overcrossing ________
(3.) Undercrossing ________

g. Existing Protection: (1.) Advance warning signs ________
(2.) Automatic flasher ________
(3.) Automatic bell ________
(4.) Gates ________
(5.) Stop signs ________
(6.) Crossbucks ________
(7.) Other ________

h. Proposed Type Crossing and Protection: ________

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? ______
(1.) Does City wish State to prepare P.U.C. hearing data? ______
(2.) Will P.U.C. application be made by? State ______
City ______
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: ________

VI. **FINANCIAL DATA:**

1. Available total TOPICS Funds: $ 79,000
2. Estimated Cost of Requested Project $ 20,000
3. Date Match Money is Available: Within 30 days of demand
4. Will there be any 100% City money? No
5. Maximum Amount of 100% City Money: $ ________

Footnotes:

T-1-69

6. Other Remarks: ______________________________

This application is not complete unless a sketch map showing the location of the project is attached.

The Bend City Commission XXXXXXXXXX on the 7th day of October, 19 70, adopted Resolution No. 1061 or Ordinance No. ____________, as the case may be, requesting this TOPICS project.

By John G. Stenkamp
Mayor

By Julia P. Johnson
Recorder-Treasurer

05(2)

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

1058

DATE: January 7, 1970

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

ROM : R. E. Simpson, Division Engineer
Salem, Oregon

UBJECT: Oregon Project T-5005(2) TOPICS
South 3rd Street (US 97) at Wilson Avenue, Bend
Location/Design Approval

Klaboe

Location/design approval in accordance with the requirements of Paragraph 10 of PPM 20-8 is hereby given for the construction of the above project as requested in Mr. Ellison's December 22 letter.

1-14-71

REFERRED TO
Young
By Asst. State Hwy. Engr

NOTED
TOM EDWARDS

RECEIVED
JAN 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I-5-2(65) Canyonville Interchange Sec., 1971
100 on Pacific Hwy. in Canyon ville.
#7559 (Illumination Install.)

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[illegible] 1972

STATE COPY

10-18-72

FOR [illegible] OSED (Johnson) Region Wash DC	**FINAL ACCEPTANCE REPORT** (PPM 20-6.1)		**U. S. DEPARTMENT OF TRANSPORTATION** **Federal Highway Administration** **Bureau of Public Roads** ch
REGION NO. 10 7559	REPORT NO. 6	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT 10-18-72	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. I-5-2(65)100
COMPLETION DATE Feb. 4, 1972	ACCEPTANCE DATE BY CONTRACT AGENCY July 10, 1972	TIME ELAPSED 144 %	CONTRACT TIME 180 days
APPROVED EXTENSIONS 48	LOCATION I-5 in the City of Canyonville		NOTED A. E. JOHNSON

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CANYONVILLE INTERCHANGE
PACIFIC HIGHWAY
Illumination Installation

OCT 25 1972
REGIONAL OFFICE

cy Const
Bridge
10-26-72

The contractor used 31 days in excess of the contract time plus approved extension. In accordance with the contract, liquidated damages of $50 per day for 31 days have been assessed.

The project has been completed in substantial compliance with the approved plans and specifications including authorized changes and extra work. Acceptance is recommended.

RECEIVED
STATE HWY ENGR
OCT 26 '72
REFER TO
FOR

Info	[illegible]	R/D	[illegible]	Sign	Act	File

10-26-72
Johnson
cy Young

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original signed by G. K. Hossner Dist. Engineer G. L. Green	
TITLE Area Engineer	DATE 10-19-72	TITLE Division Engineer	DATE 10-24-72

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

5

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7559

August 24, 1972

600

Mr. Quintin B. Field
Contracts Administrator
Tyee Construction Company
Post Office Box 1477
Bellevue, WA 98004

Dear Mr. Field:

Re: Canyonville Interchange
Pacific Highway - Douglas County
Contract 7559

Your August 8 letter questions the 48-day time extension you were granted on the subject contract. You cite delays due to slow approval of equipment by the State Highway Division and the delay in receiving major equipment as reasons for a 79-day time extension which would eliminate any liquidated damages.

According to the standard specifications, late delivery of material is not a valid reason for an extension of time. Recently, however, there have been so many projects having late delivery of illumination and traffic signal poles that some special concession has been made based on a study of average pole delivery times for several projects. This special concession in effect added 48 days to your original contract time.

There were no other valid reasons for an extension of time for the subject project, and the additional 48 days is reasonable in comparison to all projects statewide that have time extensions pending because of late delivery of poles.

Our records indicate that only 13 days were required for the Salem office to check the shop drawings, which is not considered an excessive amount of time. However, 65 days had elapsed between the award date of the project and the date the shop drawings were received in the Salem office. The time between the date the plans were returned to the Resident Engineer and the date of delivery of the poles was 184 days.

The 48-day extension of time without assessment of liquidated damages is considered a fair amount of time in relation to similar jobs throughout the state. If you have other pertinent facts which have not yet been considered, please contact the Bridge Engineer in the Salem office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

cc F. B. Klaboe
A. E. Johnson
W. J. Hart
H. J. Versteeg

RJW:jc ms

Tyee
CONSTRUCTION COMPANY

August 11, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Tom Edwards, State HIghway Engineer

Subject: Canyonville Interchange
Pacific Highway - Douglas County
Contract 7559

Gentlemen:

Reference is made to your letter of July 27, 1972 concerning time extension on the subject contract. To allow only forty-eight days of the requested seventy-nine seems to us somewhat severe in light of the facts that total delays were caused by slow approval of equipment by the Oregon State Highway Department and the tardy delay of receipt of major equipment.

check
No

Upon receipt of this equipment the job was completed punctually and in good faith, at a time of year when the weather was not as condusive to construction as it would have been if the materials had been received on time. To have to perform construction work at this time of year also cost us more money, so it seems to us that we are being doubly penalized for a situation over which we had no control.

Yes

Data you may not have had in arriving at your decision to allow only 48 days may not have included a copy of the attached letter from the George M. Roth Company which shows a scheduled arrival of poles on December 27, 1971. Yet, in fact, they did not arrive until January 20, 1972. The day you accepted the project and stopped this time count was February 4, 1972. We therefore, completed the project only fifteen days after the arrival of the poles. This seems like a reasonable construction period for setting these poles and doing the necessary hook-ups. Your assessment of this situation had us on penalty time sixteen days before we even had material with which to complete the project.

true

aeg
R/D

RECEIVED
AUG 16 1972
BRIDGE DIVISION

RECEIVED
AUG 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

P. O. BOX 1477 • 777-106TH AVENUE NORTHEAST • SUITE 1015 • BELLEVUE, WASHINGTON 98004 • PHONE (206) 455-3000
TWX 910-443-2472 • BRANCH OFFICES: PORTLAND, OREGON 503-255-9666 • ANCHORAGE, ALASKA 279-7534

We respectfully request that you re-examine your position in this matter and extend the 48 day allowance to the necessary 79 days requested in our March 22, 1972 letter.

Sincerely,

TYEE CONSTRUCTION COMPANY

Quintin B. Field
Contracts Administrator

QBF:sh

Att.

rge m. roth
company

gmr

anufacturers
epresentatives

1111 southeast grand avenue † phone 503–234-0749 † portland, oregon 97266

December 7, 1971

Tyee Construction Co.
9330 N.E. Halsey
Portland, Oregon

Subject: Canyonville Poles

Attention: Al Adams

Dear Al;

I have positive conformation of delivery by Valmont on subject job.

Although originally scheduled for 12-3 delivery, some complications have arisen. It is necessary to have these poles galvanized at Salt Lake City. They will be shipped there on 12-17, and scheduled to arrive on the jobsite 12-27.

Sincerely yours,

Geo M Roth

George M. Roth
GEORGE M ROTH COMPANY

cc: Steve Nemer

RECEIVED
TYEE CONSTRUCTION CO.
Ans'd or File.........................

DEC [illegible] 1971

DB ☐
AA ☐ ☐
SO ☐ ☐
RH ☐

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AUG 17 1972
FOR FILING

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August 15, 1972

Federal Insurance Co.
1400 Plaza 600
6th and Stewart St.
Seattle, Washington 98101

Gentlemen:

A post-final payment for $2,400 will be made to Tyee Construction Company on Contract No. 7559 for illumination on the Canyonville Interchange Section of the Pacific Highway in Douglas County as soon as the warrant is prepared.

The total amount paid on this contract will be $38,794.42 including the post-final payment. Of the total, $38.42 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Tyee Construction Co.
9330 N.E. Halsey St.
Portland, Oregon 97220

C. T. Ramsey
Walt Hart
V. E. Skoog
Attn: John Kerr
James Versteeg

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Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7559

DATE: August 4, 1972

In reply refer to: 10-35-DB

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(65)100
Canyonville Interchange
Request for Time Extension

cy Bridge
Skoog
Young
Hensley
8-10-72

Mr. A. E. Johnson's July 25 letter on the above project has been reviewed. Based on my July 25 memorandum to Mr. George M. Baldwin, Administrator of Highways, which supports the 190 day delivery time for illumination and signal poles, this office will concur and participate in the 48 day time extension as requested.

NOTED
F. B. KLABOE

8-9-72
AL

NOTED
A. E. JOHNSON

RECEIVED
AUG 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 9 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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RECEIVED
JUL 27 1972

FOR FILING

7559

July 27, 1972

Tyee Construction Company
P. O. Box 1477
Bellevue, Washington 98009

600

Gentlemen:

The State Highway Division has considered your request for an additional 30 days to complete Contract No. 7559 for work on the Canyonville Interchange illumination project on the Pacific Highway in Douglas County. It is noted that 79 calendar days were actually used in excess of the 180 allowable calendar days.

Careful consideration was given to the reasons submitted by you as well as other information pertaining to this project. In light of the available information and the provisions of the contract, the State Highway Division has granted you a 48-day extension of time without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Bridge Engineer in the Salem office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED
TOM EDWARDS
Tom Edwards
State Highway Engineer

bc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
Walt Hart
L. H. Young
Vern Skoog
J. H. Versteeg
Keith Martin

JD:dh ja

RECEIVED
JUL 27 1972
FOR FILING

7559

S

July 27, 1972

Oregon State Highway Commission

OM

ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
State Highway Engineer

BJECT Extension of Time, Contract No. 7559
Canyonville Interchange Illumination

Tyee Construction Company, contractor for the illumination installation at the Canyonville Interchange on the Pacific Highway in Douglas County, Contract 7559, has requested an additional 30 calendar days in which to complete his contract work on this project. The contractor cites a delay in the delivery of the illumination poles as his reason for noncompletion of the work within the time allotted.

This contract was awarded May 4, 1971 and allotted 180 calendar days to complete the work, which forecast a completion date of November 17, 1971. The project was completed on February 4, 1972, with 259 days charged to the project (an overrun of 79 calendar days).

As a result of the recent study regarding delivery time required for illumination and traffic signal poles, it has been determined that the contractor be allowed 190 days after the date the poles were ordered, with an additional 14 days for erection and completion, for a total of 204 days. This projects an allowable completion date of January 4, 1972, which is 48 days after the original projected completion date and 31 days before the actual completion date.

In accordance with authority given me by you, I have therefore granted the contractor a 48-day extension of time without assessment of liquidated damages, with the remaining 31 days to be assessed at $50 per day for a total of $1,550.

(more)

The concurrence and participation of the Federal Highway Administration has been requested but their reply has not yet been received. If they do not concur, participation from federal funds will not be available.

This matter will be on the agenda for your concurrence at the August 8 meeting.

bc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
Walt Hart
Vern Skoog
L. H. Young
J. H. Versteeg
V. L. Gallagher
Gary Ross
Gary Sund

JD:dh ja

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Dept of Transportation

Title of Record Series: Construction Contract

Arrangement of Records: Beginning of each Contract

Index:

INDEXING: Begins with 7539-2 Ends with: 7559

FLASH CARDS:

Remarks: Contract 7559 Continued on Reel 151

Reel No. 150 Reduction Ration 21X Project No.

Camera: Name Bell/Howell Model File Master Film 16 mm

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 20 day of Jan 1982 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Gayla Cousbane